TABLE OF CONTENTS

Standard Shifter 2-3
Lockout Shifter 4-5
Gate Plates 6-7
Shifter Accessories 8-9
Conversion Kits 10-11
Shifter Exploded Views 12-13
Turbo-Hydro 400 Valve Body 14-16
C-6 Manual Valve Body 17
C-4 Manual Valve Body 18
Valve Body Separator Plates & Gaskets 19
Powerglide Planetary Carrier 20-23
Planetary Carrier Gear Sets 24-25
Extension Housing 26
Housings & Shafts 27
Powerglide Components 28
Powerglide Band Apply 29
Powerglide Drive Assembly 30-31
Turbo-Hydro 400 Accessories 32-33
Components 34
Clutch Hydro Kit 35
Clutch Flite Kit 36
Clutch C-6 Kit 37
Components 38
Shifter Installation Instructions 39-51
Drive Assembly Installation Instructions 52

Maverick offers a wide array of options that enable you to customize your purchase to best suit your needs. You will see option numbers listed throughout this catalog. These are intended to be used as a reference only. Option numbers apply to assemblies only. Individual parts must be ordered by part number, not option number.

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TABLE OF CONTENTS

STANDARD SHIFTER

Our Standard Shifter comes completely assembled in a standard console with a 5 ft. cable and mounting hardware included. Choose options to tailor your application.

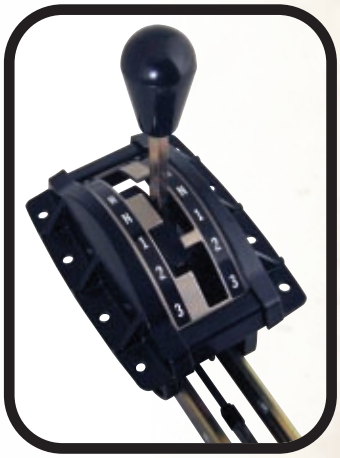
A responsiveness that puts you far out ahead of your competition... the sureness that snaps you into the gear you want, when you want it... the kind of ruggedness that lets you slam it into gear without the fear of jamming or springing the mechanism... that's the Sidewinder shifter for you! It's so well built, so finely engineered, so beautifully designed that you know at once... it has to be by Winters®.

The Sidewinder is Fail-Safe! It's mechanically impossible to accidentally shift into reverse from any forward gear. A sturdy, steel guard bars the shifting rod from all other positions except first, second, or third. When you want reverse, only you can put it there.

The Sidewinder can be installed on any street, strip or off road transmission. It is available in both conventional and reverse shift patterns.

OPTION 8258
Switch Mount Console

OPTION 8257
Competition Shifter



OPTION 9103
Universal Mount Side Plates

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STANDARD SHIFTER

APPLICATION	SHIFTER P/N
Turbo-Hydro 400 Stock Shift Pattern ('65 & Later)	107-1
Turbo-Hydro 400 Reverse Shift Pattern ('65 & Later)	107-2
Turbo-Hydro 350 Stock Shift Pattern ('69 & Later)	157-1
Turbo-Hydro 350 Reverse Shift Pattern ('69 & Later)	157-2
700R4 & 4L60E Stock Shift Pattern	177-1
4L80E Stock Shift Pattern	187-1
Allison® LCT1000, 2000 & 2400	197-1
727 Torqueflite TF-8 Stock Shift Pattern ('66 & Later)	207-1
American Motors Stock Shift Pattern ('72 & Later)	207-1
727 Torqueflite TF-8 Reverse Shift Pattern ('66 & Later)	207-2
American Motors Reverse Shift Pattern ('72 & Later)	207-2
904 & 999 Torqueflite TF-6 Stock Shift Pattern	257-1
904 & 999 Torqueflite TF-6 Reverse Shift Pattern	257-2
Ford® C-6 Stock Shift Pattern ('66 & Later)	307-1
Ford® C-6 Reverse Shift Pattern ('66 & Later)	307-2
Ford® AODE & 4R70E Stock Shift Pattern	327-1
Ford® E4OD & 4R100 Stock Shift Pattern	337-1
Ford® C-4 Stock Shift Pattern ('64 & Later)	357-1
Ford® C-4 Reverse Shift Pattern ('64 & Later)	357-2
Powerglide Stock Shift Pattern	507-1
Powerglide Reverse Shift Pattern	507-2
Toyota®	607-1

See page 12 for components

Stock- Refers to PRN321 pattern

Reverse- Refers to PRN123 pattern

OPTIONS

DESCRIPTION	OPTION P/N
Not Assembled	8255
Competition Style	8257
Switch Mount Console	8258
Safety Switch	8259

DESCRIPTION	OPTION P/N
Custom Logo	8260
Universal Mount	9103
Cable Length	9110-XX
Substitute Gate Plate	9112-XXXX

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LOCKOUT SHIFTER

Our Lockout Shifter features an extra mechanism that must be pulled up towards the knob in order to shift in and out of the reverse and park positions.

This shifter also includes a safety switch that requires you to have the shifter in the park position in order to start your vehicle.

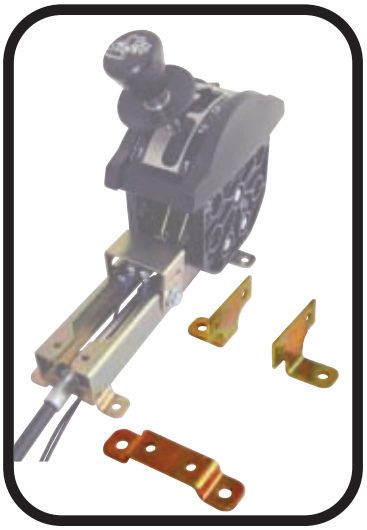
These features satisfy sanctioning body's rules and regulations.

A responsiveness that puts you far out ahead of your competition... the sureness that snaps you into the gear you want, when you want it... the kind of ruggedness that lets you slam it into gear without the fear of jamming or springing the mechanism... that's the Sidewinder shifter for you! It's so well built, so finely engineered, so beautifully designed that you know at once... it has to be by Winters®.

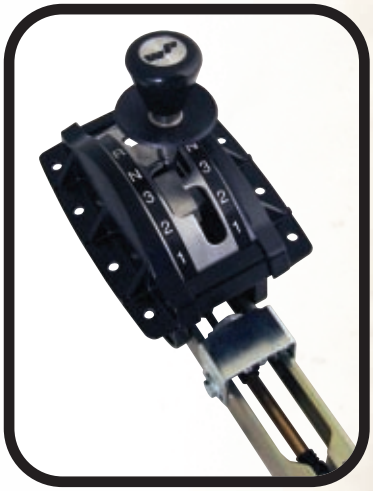
The Sidewinder is Fail-Safe! It's mechanically impossible to accidentally shift into reverse from any forward gear. A sturdy, steel guard bars the shifting rod from all other positions except first, second, or third. When you want reverse, only you can put it there.

The Sidewinder can be installed on any street, strip or off road transmission. It is available in both conventional and reverse shift patterns.

OPTION 8258
Switch Mount Console



OPTION 8257
Competition Shifter



OPTION 9103
Universal Mount Side Plates

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LOCKOUT SHIFTER

APPLICATION	SHIFTER P/N
Turbo-Hydro 400 Stock Shift Pattern ('65 & Later)	107-1B
Turbo-Hydro 400 Reverse Shift Pattern ('65 & Later)	107-2B
Turbo-Hydro 350 Stock Shift Pattern ('69 & Later)	157-1B
Turbo-Hydro 350 Reverse Shift Pattern ('69 & Later)	157-2B
700R4 & 4L60E Stock Shift Pattern	177-1B
4L80E Stock Shift Pattern	187-1B
Allison® LCT1000, 2000 & 2400	197-1B
727 Torqueflite TF-8 Stock Shift Pattern ('66 & Later)	207-1B
American Motors Stock Shift Pattern ('72 & Later)	207-1B
727 Torqueflite TF-8 Reverse Shift Pattern ('66 & Later)	207-2B
American Motors Reverse Shift Pattern ('72 & Later)	207-2B
904 & 999 Torqueflite TF-6 Stock Shift Pattern	257-1B
904 & 999 Torqueflite TF-6 Reverse Shift Pattern	257-2B
Ford® C-6 Stock Shift Pattern ('66 & Later)	307-1B
Ford® C-6 Reverse Shift Pattern ('66 & Later)	307-2B
Ford® AODE & 4R70E Stock Shift Pattern	327-1B
Ford® E4OD & 4R100 Stock Shift Pattern	337-1B
Ford® C-4 Stock Shift Pattern ('64 & Later)	357-1B
Ford® C-4 Reverse Shift Pattern ('64 & Later)	357-2B
Powerglide Stock Shift Pattern	507-1B
Powerglide Reverse Shift Pattern	507-2B
Toyota®	607-1B

See page 13 for components

Stock- Refers to PRN321 pattern

Reverse- Refers to PRN123 pattern

OPTIONS

DESCRIPTION	OPTION P/N
Not Assembled	8255B
Competition Style	8257
Switch Mount Console	8258
Custom Logo	8260
Red Shift Knob	8261

DESCRIPTION	OPTION P/N
Blue Shift Knob	8262
Universal Mount	9103
Cable Length	9110-XX
Substitute Gate Plate	9112-XXXX

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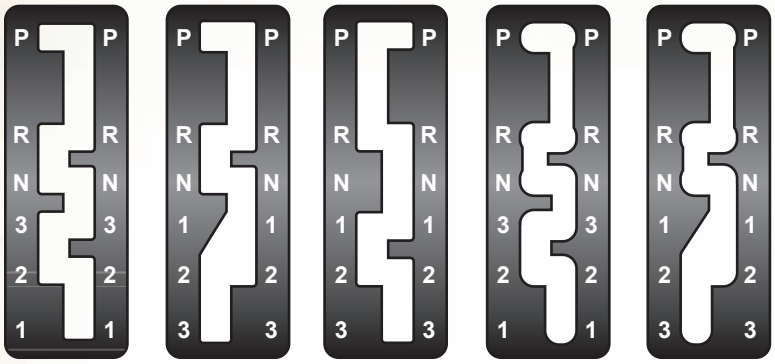
GATE PLATES

TURBO-HYDRO 400 & 350

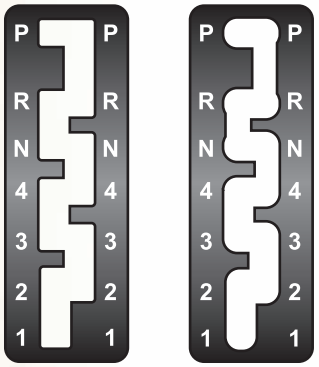


#	DESCRIPTION	P/N
1	Stock	1031
2	Reverse Pattern	1032
3	Rock Crawler Reverse Pattern	1032-1
4	Lockout Stock Pattern	1091
5	Lockout Reverse Pattern	1092

To Substitute Gate Plate
Add **Option 9112-XXXX**
to Shifter P/N.

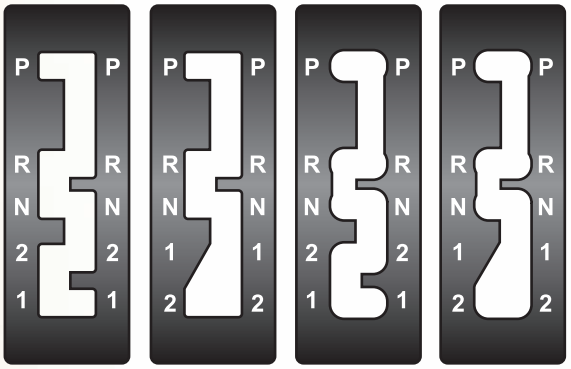
Example: P/N 107-1
9112-1032-1

TURBO-HYDRO 700R4, 4L60E, 4L80E
ALLISON® LCT1000, 2000 & 2400



#	DESCRIPTION	P/N
1	Stock	4013
2	Lockout Stock Pattern	4014

POWERGLIDE



#	DESCRIPTION	P/N
1	Stock	6127
2	Reverse Pattern	6128
3	Lockout Stock Pattern	5583
4	Lockout Reverse Pattern	5584

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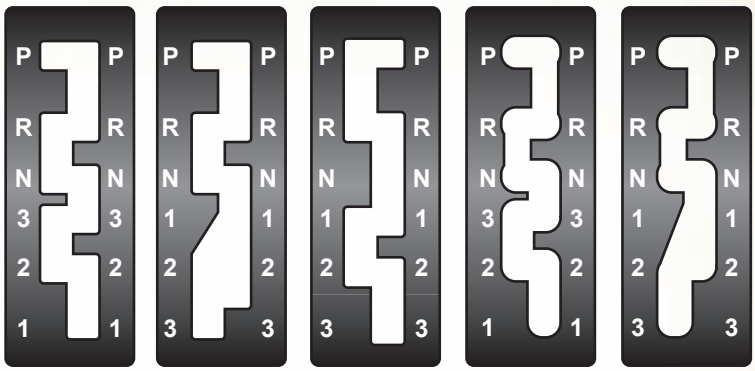
GATE PLATES

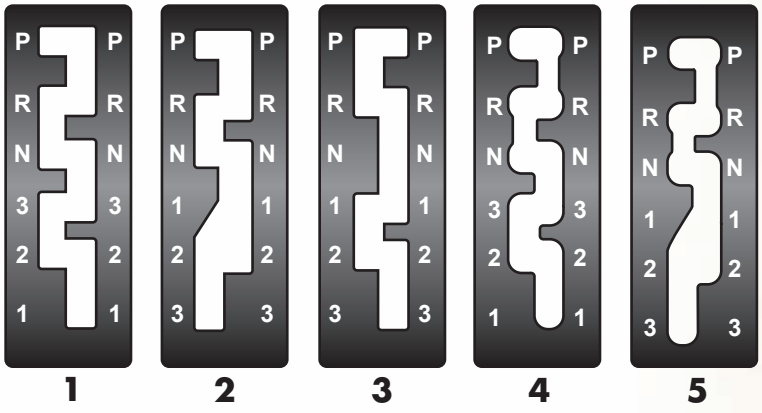
727, 904 & 999 TORQUEFLITE TF-6 & TF-8 & AMERICAN MOTORS

#	DESCRIPTION	P/N
1	Stock	2027
2	Reverse Pattern	2028
3	Rock Crawler Reverse Pattern	2028-1
4	Lockout Stock Pattern	2091
5	Lockout Reverse Pattern	2092



FORD® C-6 & C-4

#	DESCRIPTION	P/N
1	Stock	3014
2	Reverse Pattern	3015
3	Rock Crawler Reverse Pattern	3015-1
4	Lockout Stock Pattern	3091
5	Lockout Reverse Pattern	3092

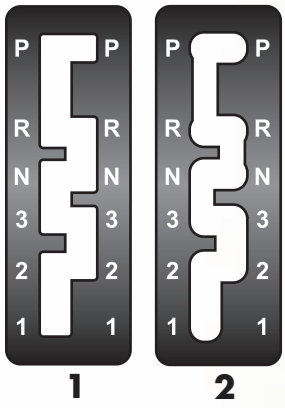


To Substitute Gate Plate
Add **Option 9112-XXXX**
to Shifter P/N.

Example: P/N 107-1
9112-1032-1

FORD® AODE, 4R70E, E4OD & 4R100

#	DESCRIPTION	P/N
1	Stock	3286
2	Lockout Stock Pattern	3287



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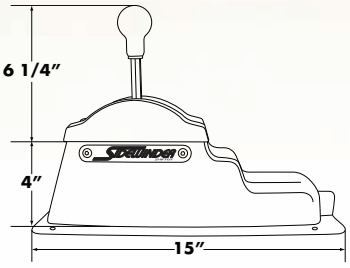
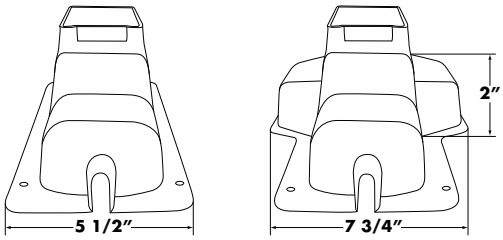
SHIFTER OPTIONS

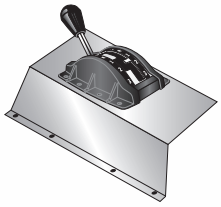


Standard Console
P/N 5070

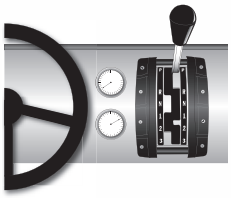


Switch Mount Console
P/N 1458
Option 8258

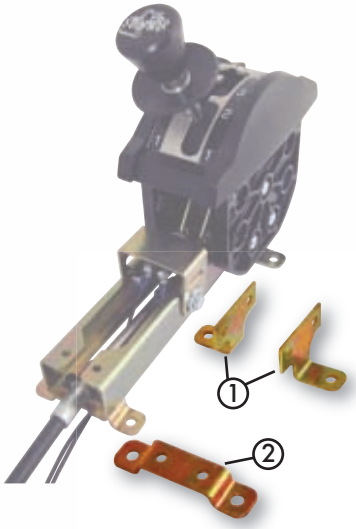
Universal Mount Shifter Side Plate
P/N 6636-02
Option 9103



Console Mounted



Dash Mounted



Competition Shifter
Option 8257

#	DESCRIPTION	P/N	QTY
1	Front Floor Mount Bracket	3088	2
2	Rear Floor Mount Bracket	3087	1

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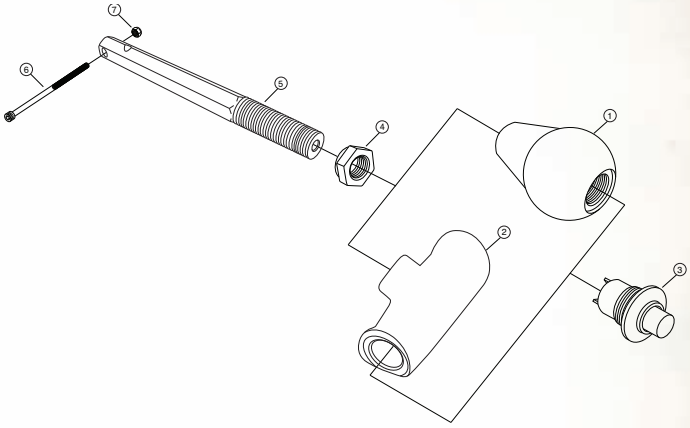
SHIFTER OPTIONS

Button Shifter Conversion Kits

These conversion kits feature a hollow shift shaft that provides the switch wires a convenient path to the underside of the console.

P/N 4712 (Standard Shaft)
P/N 4712S (Short Shaft)
Option 9111



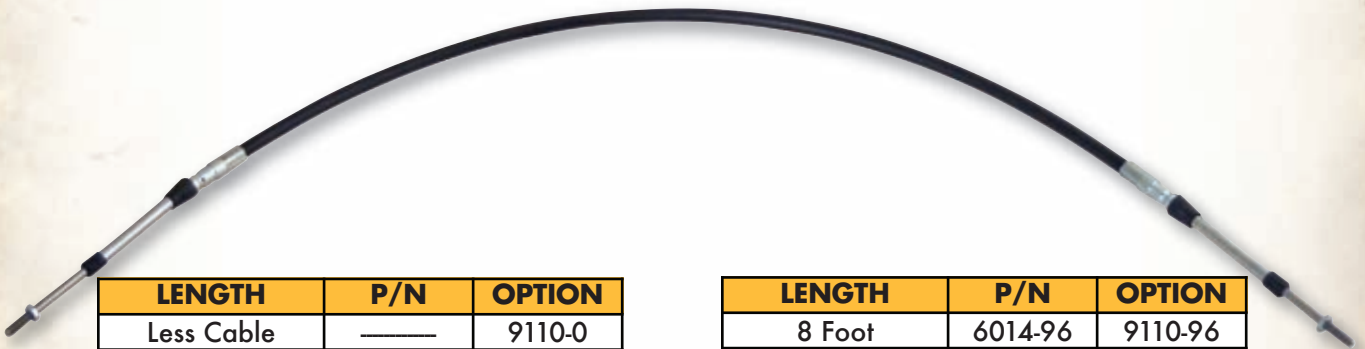
P/N 4712T (Standard Shaft)
P/N 4712ST (Short Shaft)
Option 9111T

Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Aluminum Shift Knob	2100-02	1
2	"T" Style Shift Knob	2100-02T	1
3	Button	3573	1
4	Locknut	4668	1
5	Shaft, Standard, 5 3/8"	5941-02	1
5	Shaft, Short, 4 3/8"	5941-02S	1
6	#10-24 x 2 1/2" SHCS	7967	1
7	#10-24 Nylon Locknut	7968	1

Available Cable Lengths

Original style, heavy duty cables feature 1/4"-28" thread on both ends with 3" of travel.



LENGTH	P/N	OPTION
Less Cable	———	9110-0
4 Foot	6014-48	9110-48
5 Foot (Standard)	6014-60	———
6 Foot	6014-72	9110-72

LENGTH	P/N	OPTION
8 Foot	6014-96	9110-96
10 Foot	6014-120	9110-120
12 Foot	6014-144	9110-144
15 Foot	6014-180	9110-180

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CONVERSION KITS & SAFETY SWITCH

The Sidewinder Shifter can easily be converted from standard to lockout or visa-versa. Additionally, conversion to a different transmission is easily accomplished by using Winters® gate plates and hardware kits.

Standard Shifter

SHIFTER P/N	GATE PLATE	HARDWARE KIT	DECAL
107-1	1031	1095	6018-04
107-2	1032	1095	6018-03
157-1	1031	1595	6018-04
157-2	1032	1595	6018-03
177-1	4013	4095	6018-09
187-1	4013	1495	6018-09
197-1	4013	1195	6018-09
207-1	2027	2095	6018-06
207-2	2028	2095	6018-05
257-1	2027	2795	6018-06
257-2	2028	2795	6018-05
307-1	3014	3095	6018-02
307-2	3015	3095	6018-01
327-1	3286	3495	6018-11
337-1	3286	3395	6018-11
357-1	3014	3595	6018-02
357-2	3015	3595	6018-01
507-1	6127	5595	6018-07
507-2	6128	5595	6018-08

Lockout Shifter

SHIFTER P/N	GATE PLATE	HARDWARE KIT	DECAL
107-1B	1091	1095	6018-04
107-2B	1092	1095	6018-03
157-1B	1091	1595	6018-04
157-2B	1092	1595	6018-03
177-1B	4014	4095	6018-09
187-1B	4014	1495	6018-09
197-1B	4014	1195	6018-09
207-1B	2091	2095	6018-06
207-2B	2092	2095	6018-05
257-1B	2091	2795	6018-06
257-2B	2092	2795	6018-05
307-1B	3091	3095	6018-02
307-2B	3092	3095	6018-01
327-1B	3287	3495	6018-11
337-1B	3287	3395	6018-11
357-1B	3091	3595	6018-02
357-2B	3092	3595	6018-01
507-1B	5583	5595	6018-07
507-2B	5584	5595	6018-08

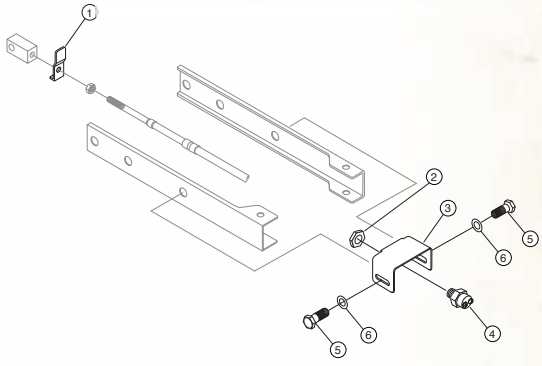
Safety Switch
KIT P/N 1089

Option 8259
Installed On Shifter

This safety switch operates in park only. When properly installed, it requires the shifter to be in the park position in order for the vehicle to be started.

Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Contact Bracket	1087	1
2	Pal Nut	7951	1
3	Switch Bracket	1086	1
4	Safety Switch	1088	1
5	1/4-20 x 1/2" HHCS	7941	2
6	1/4" Flat Washer	7131	2



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LOCKOUT CONVERSION KIT

Converts Standard Shifter To Lockout Shifter

APPLICATION	KIT P/N
Turbo-Hydro 350-400 Stock Shift Pattern	1490-01
Turbo-Hydro 350-400 Reverse Shift Pattern	1490-02
Torqueflite 727, 904, 999 & American Motors Stock Shift Pattern	1490-03
Torqueflite 727, 904, 999 & American Motors Reverse Shift Pattern	1490-04
Ford® C-4 & C-6 Stock Shift Pattern	1490-05
Ford® C-4 & C-6 Reverse Shift Pattern	1490-06
Powerglide Stock Shift Pattern	1490-07
Powerglide Reverse Shift Pattern	1490-08
Turbo-Hydro 700R4, 4L60E, 4L80E, Allison & Stock Shift Pattern	1490-09
Turbo-Hydro 700R4, 4L60E, 4L80E, Allison & Reverse Shift Pattern	1490-10
Ford® AODE, 4R70E, E4OD, 4R100 Stock Shift Pattern	1490-11
Ford® AODE, 4R70E, E4OD, 4R100 Reverse Shift Pattern	1490-12

A. Remove old shaft and gate plate. Replace with new shifter shaft using #10-24 x 2 1/2" SHCS (#2) and locknut (#3). **DO NOT USE** roll pin from old assembly.

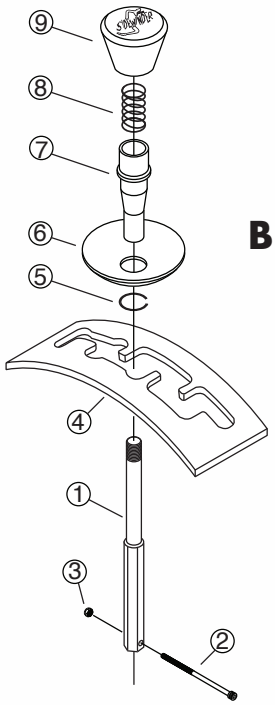
B. Install new gate plate (#4).

C. Install lock-out sleeve assembly (#'s 5, 6, & 7). This sleeve must slide freely on the shifter shaft.

D. Install spring (#8) and then shifter knob (#9). After knob is in place, recheck the movement of the lock-out sleeve. It **MUST** slide freely on the shifter shaft.

Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Shifter Shaft	1097	1
2	#10-24 x 2 1/2" SHCS	7698	1
3	#10-24 Nylon Locknut	7968	1
4	Gate Plate		1
	Turbo-Hydro Stock Pattern	1091	
	Turbo-Hydro Reverse Pattern	1092	
	Torqueflite Stock Pattern	2091	
	Torqueflite Reverse Pattern	2092	
	Ford® Stock Pattern	3091	
	Ford® Reverse Pattern	3092	
	Ford® AODE & E4OD Stock Pattern	3287	
	Turbo-Hydro 700R4 Stock Pattern	4014	
	Powerglide Stock Pattern	5583	
	Powerglide Reverse Pattern	5584	
5	Snap Ring	7670	1
6	Collar	1094	1
7	Lockout Sleeve	1093	1
8	Lockout Spring	1098	1
9	Shifter Knob (Specify Color)	1096	1



Black Knob Standard

Option 8261
Red Knob

Option 8262
Blue Knob

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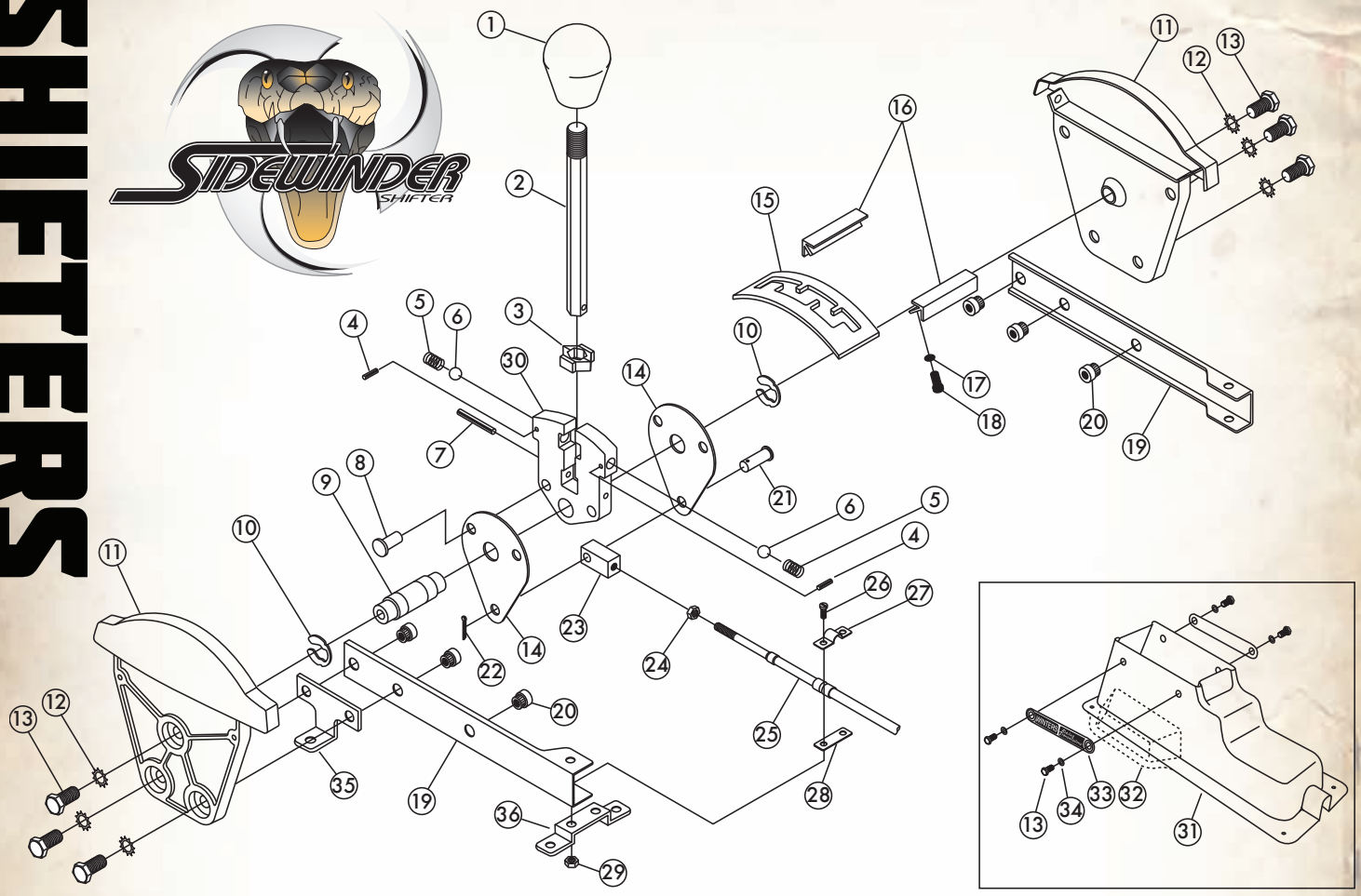
STANDARD SHIFTER EXPLODED VIEW



See page 3 for Kit Part Numbers

#	DESCRIPTION	P/N	QTY
1	Shifter Knob	2100	1
2	Shifter Shaft	5941	1
3	Nylon Bushing	7887	1
4	1/8" x 5/8" Roll Pin	7966	2
5	Detent Spring	1112	2
6	3/8" Detent Ball	7755	2
7	3/16" x 1 1/2" Roll Pin	7945	1
8	1/4" x 7/8" Rivet	7965	2
9	Cross Pin	6644	1
10	E-Clip	7671	2
11	Side Plate	6636	2
12	1/4" Int/Ext Tooth Lock Washer	7937	6
13	1/4-20 x 1/2" HHCS	7941	10
14	Cable Control Side Plate	6648	2
15	Gate Plate	See Pages 6-7	1
16	Gate Plate Retainer	6875	2
17	#10 Lock Washer	7128	4
18	#10-24 x 3/8" SHCS	7938	4

#	DESCRIPTION	P/N	QTY
19	Side Bracket	6643	2
20	Self-Clinching Nuts	7950	6
21	Clevis Pin	7888	1
22	Cotter Pin	7139	1
23	Clevis	6647	1
24	1/4-28 Jam Nut	7926	1
25	Cable	See Page 9	1
26	#10-32 x 1/2" SHCS	7943	2
27	Cable Clamp	1312	1
28	Cable Clamp Shim	1313	1
29	#10-32 ESNA Lock Nut	7944	1
30	Shifter Shaft Housing	6637	1
31	Console	5070	1
32	Switch Mount Console	1458	1
33	Name Plate	6022	2
34	1/4" Washer	7131	4
35*	Shifter Bracket (L Style)	3088	1
36*	Shifter Bracket (U Style)	3087	1

*** Optional Items**

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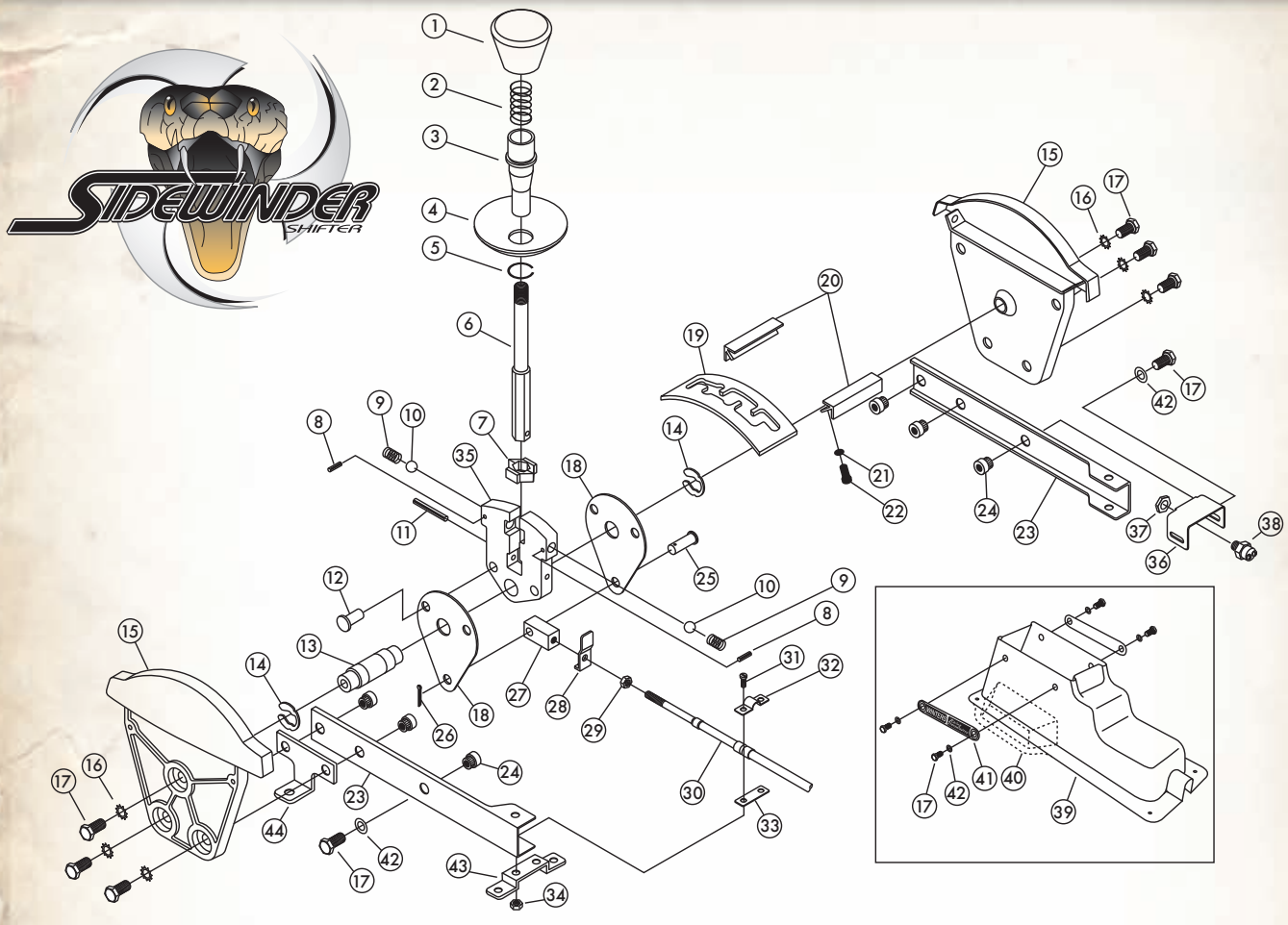
LOCKOUT SHIFTER EXPLODED VIEW



Shown Without Safety Switch (Page 10)
See page 5 for Kit Part Numbers

#	DESCRIPTION	P/N	QTY
1	Shifter Knob	1096	1
2	Lockout Spring	1098	1
3	Lockout Sleeve	1093	1
4	Collar	1094	1
5	Snap Ring	7670	1
6	Shifter Shaft	1097	1
7	Nylon Bushing	7887	1
8	1/8" x 5/8" Roll Pin	7966	2
9	Detent Spring	1112	2
10	3/8" Detent Ball	7755	2
11	3/16" x 1 1/2" Roll Pin	7945	1
12	1/4" x 7/8" Rivet	7965	2
13	Cross Pin	6644	1
14	E-Clip	7671	2
15	Side Plate	6636	2
16	1/4" Int/Ext Tooth Lock Washer	7937	6
17	1/4-20 x 1/2" HHCS	7941	12
18	Cable Control Side Plate	6648	2
19	Gate Plate	See Pages 6-7	1
20	Gate Plate Retainer	6875	2
21	#10 Lock Washer	7128	4
22	#10-24 x 3/8" SHCS	7938	4

#	DESCRIPTION	P/N	QTY
23	Side Bracket	6643	2
24	Self-Clinching Nuts	7950	6
25	Clevis Pin	7888	1
26	Cotter Pin	7139	1
27	Clevis	6647	1
28	Contact Bracket	1087	1
29	1/4-28 Jam Nut	7926	1
30	Cable	See Page 9	1
31	#10-32 x 1/2" SHCS	7943	2
32	Cable Clamp	1312	1
33	Cable Clamp Shim	1313	1
34	#10-32 ESNA Lock Nut	7944	1
35	Shifter Shaft Housing	6637	1
36	Safety Switch Bracket	1086	1
37	9/16" Pal Nut	7951	1
38	Safety Switch	1088	1
39	Console	5070	1
40	Switch Mount Console	1458	1
41	Name Plate	6022	2
42	1/4" Washer	7131	6
43*	Shifter Bracket (U Style)	3087	1
44*	Shifter Bracket (L Style)	3088	1

*** Optional Items**

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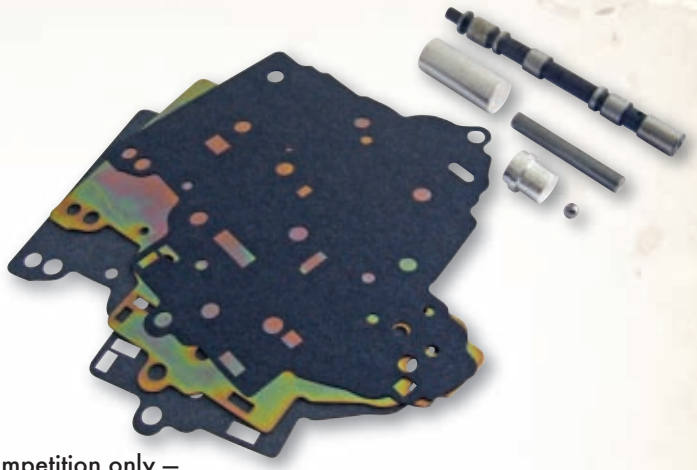
KIT P/N 1082

Kit Includes:

DESCRIPTION	P/N	QTY
Top Gasket	1069	1
Separator Plate	1048	1
Bottom Gasket	1068	1
Modulator Plug	1002	1
Aluminum Plug	1028	1
Steel Plug	1027	1
Manual Valve	1046	1
5/16" Ball	7398	1



Our redesigned valve body is intended for competition only – the shift pattern has been reversed to P R N 1 2 3.

1. The following parts should be removed from the transmission since their use is no longer necessary.
   A. Intermediate over-running band and apply servo parts
   B. Governor assembly
   C. Governor supply tubes
   D. Replace the modulator with aluminum plug P/N 1002 (retain valve in bore).
   E. Remove all valve body check balls in case except one shown in figure 1.
   F. Remove center lip seal in direct clutch pack
   G. Park rod may be retained or removed at your option.
2. Punch out accumulator guide pin in valve body casting.
3. Install furnished 5/16" ball, P/N 7398, in shortest governor passage (closest to manual valve).
4. Substitute modulator on side of transmission case with modulator plug, P/N 1002 (furnished).
5. Top and bottom valve body gaskets are different – It is imperative that they be put in their proper positions. Compare to drawings below to make certain that holes noted are in gaskets supplied. Note the difference in figure 2. 'B' gasket must be installed between the main case and the separator plate.

Figure 1

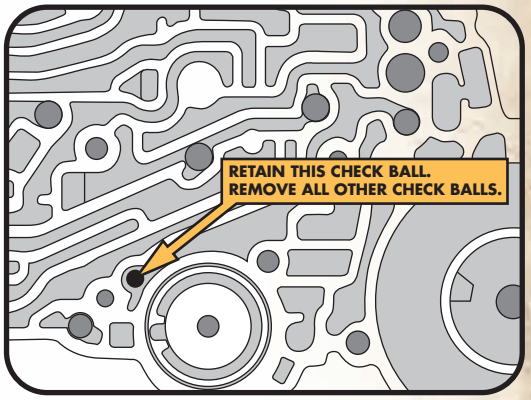
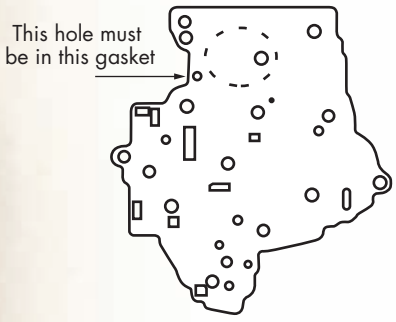


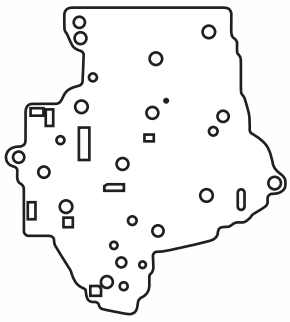
Figure 2

Bottom - A
P/N 1068

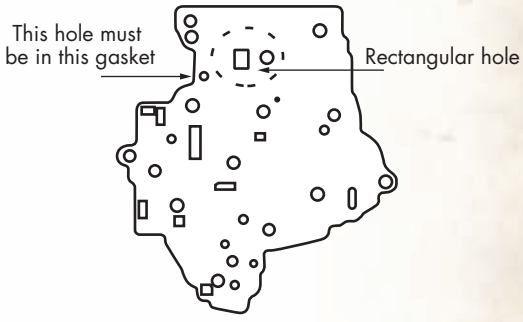


A-Install **P/N 1068** between valve body and separator plate.

Separator Plate
P/N 1048



Top - B
P/N 1069



B-Install **P/N 1069** between separator plate and transmission case.

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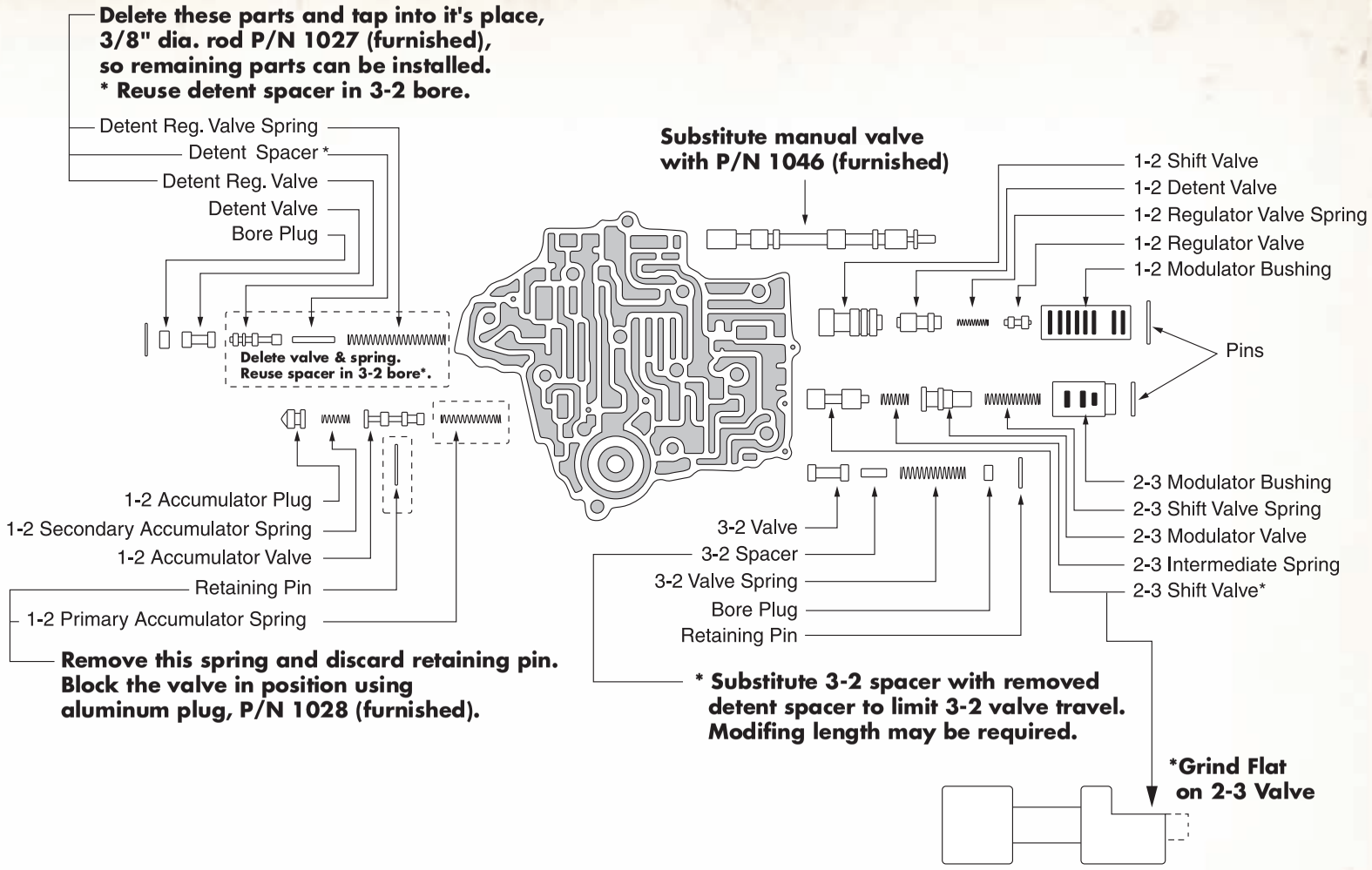
Delete these parts and tap into it's place, 3/8" dia. rod P/N 1027 (furnished), so remaining parts can be installed.
* Reuse detent spacer in 3-2 bore.
Detent Reg. Valve Spring
Detent Spacer *
Detent Reg. Valve
Detent Valve
Bore Plug
Delete valve & spring. Reuse spacer in 3-2 bore*.
Substitute manual valve with P/N 1046 (furnished)
1-2 Shift Valve
1-2 Detent Valve
1-2 Regulator Valve Spring
1-2 Regulator Valve
1-2 Modulator Bushing
Pins
2-3 Modulator Bushing
2-3 Shift Valve Spring
2-3 Modulator Valve
2-3 Intermediate Spring
2-3 Shift Valve*
1-2 Accumulator Plug
1-2 Secondary Accumulator Spring
1-2 Accumulator Valve
Retaining Pin
1-2 Primary Accumulator Spring
Remove this spring and discard retaining pin. Block the valve in position using aluminum plug, P/N 1028 (furnished).
3-2 Valve
3-2 Spacer
3-2 Valve Spring
Bore Plug
Retaining Pin
* Substitute 3-2 spacer with removed detent spacer to limit 3-2 valve travel. Modifing length may be required.
*Grind Flat on 2-3 Valve

- Punch out accumulator guide pin in valve body casting.
- Install furnished 5/16" ball, **P/N 7398**, in shortest governor passage (closest to manual valve).
- Substitute modulator on side of transmission case with modulator plug, **P/N 1002** (furnished).

VALVE BODIES

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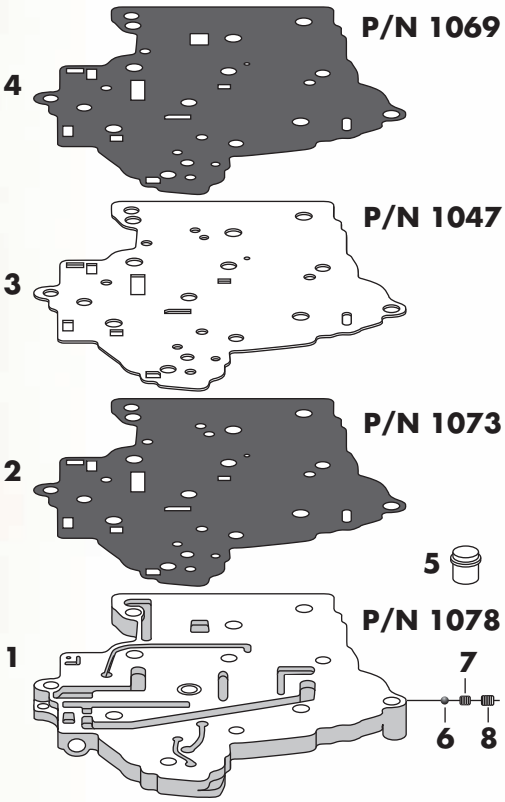
TURBO-HYDRO 400 MANUAL VALVE BODY

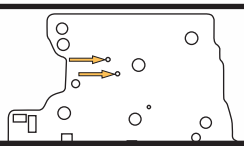
KIT P/N 1042

Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Valve Body	1078	1
2	Bottom Gasket	1073	1
3	Separator Plate	1047	1
4	Top Gasket	1069	1
5	Aluminum Case Plug	1002	1
6	Steel Ball	7347	1
7	Ball Seat	5188	1
8	3/8-24 x 1/4" SS	7100	1



Separator Plate **P/N 1047**
Confirm that 1/8" holes have been drilled at arrows.



Installation Instructions –
Turbo-Hydro Reverse Pattern Manual Shift Valve Body

This valve body replaces stock cast valve body without alteration except for removing all check balls in the case on all 1965 and later Turbo-Hydro 400 transmissions.

Note: It is necessary to use original manual valve in new aluminum valve body.

Caution: Make sure the manual valve has no scores or burrs on the outside surface that may mar the bore in the new aluminum valve body.

If nicks, burrs, or scores are present, use a fine oil stone to smooth them so the valve slides through the bore smoothly.

Torque 5/16" bolts to 10 ft. lbs., Torque 1/4" bolts to 8 ft. lbs.

Remove vacuum line from modulator or replace modulator with Winters® **P/N 1002**, aluminum case plug. In either case, valve must be retained.

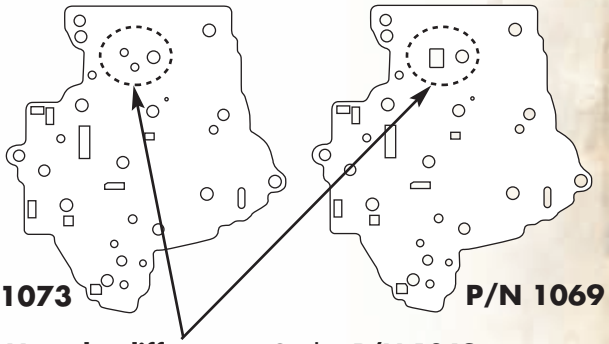
Suggested Internal Transmission Modifications

1. Remove front over-run band.
2. Remove middle lip seal in direct (high) clutch drum.
3. Remove governor.
4. Replace original reverse servo release spring and inner piston with special band release spring (P/N 1006) available from Winters® to further enhance performance and durability of your Turbo-Hydro 400.

We suggest the use of type 'F' transmission fluid (Ford®).

When Winters® special release spring (P/N 1006) is used in servo, stock spring and accumulator piston must be removed.

When our spring is not used and the stock spring and accumulator are used in the stock position, the rings on the accumulator piston must be removed. Otherwise, a no reverse condition will exist at times.



Note the difference: Gasket **P/N 1069** (square hole) **MUST** be installed between the main case and separator plate.

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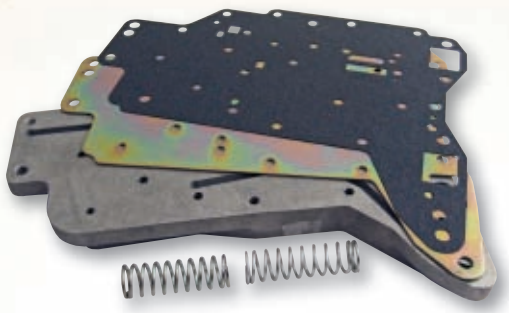
C-6 MANUAL VALVE BODY



KIT P/N 3040

Kit Includes:

DESCRIPTION	P/N	QTY
Reg. Spring (135 PSI)	3047	1
Reg. Spring (165 PSI)	3048	1
Gasket	3049	1
Separator Plate	3023	1
Channel Casting	3041	1

The C-6 Competition Valve Body Kit is designed to replace perfectly, without alterations, the stock channel casting, gasket, and separator plate on all '68 and later valve bodies and also '67 GT series. This results in a manually controllable reversed shift pattern (P R N 1 2 3).

Since the pressure regulator is the ONLY ACTIVE VALVE used in the stock main upper body (see figure 1), all other valves may be optionally discarded or left in place as desired. Valve body may be returned to stock condition in the future by retaining valves.

The governor assembly and modulator are no longer needed. Their removal is optional as is the kickdown rod and lever assembly for passing gear.

Proper reinstallation of the converter check ball and spring is important. This is necessary whether the valve body is used with a conventional converter type transmission or clutch type transmission.

PLEASE NOTE: Two pressure regulator springs are furnished. The 2 1/2" long spring (P/N 3047) produces 135 p.s.i. oil pressure and is to be used on all street and strip transmissions. The 2 1/4" long spring (P/N 3048) produces 165 p.s.i. oil pressure and is used on competition transmissions only. Fuel cars may install one or two 5/16" SAE flat washers between spring and retainer plate to further increase oil pressure to a maximum of 185 p.s.i. Installation of these springs will require removal of both the stock springs and regulator boost valve assembly.

NOTE: Because of our exclusive oil circuitry, excessive oil pressure is neither necessary nor desirable and has little effect on shift response or shift feel.

No attempt to further modify the valve body should be made.

Band should be presoaked in type 'F' fluid at least two hours prior to installation. Correct band adjustment is One (1) turn off.

While not absolutely essential, we recommend the use of the 'F' band apply lever Ford P/N C6AZ-7330E. Also, strut P/N C6AZ-7DO29A. Use servo assembly type 'R' (from Cobra Jet®) or type 'H' (police interceptor) where applicable.

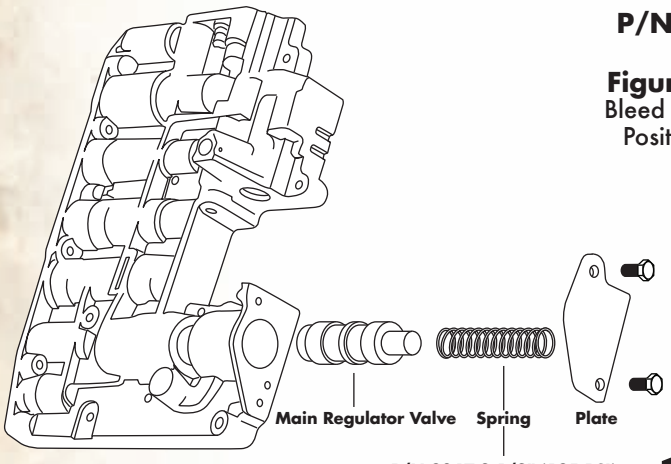


Figure 1
Pressure Regulator Valve Assembly

P/N 3023

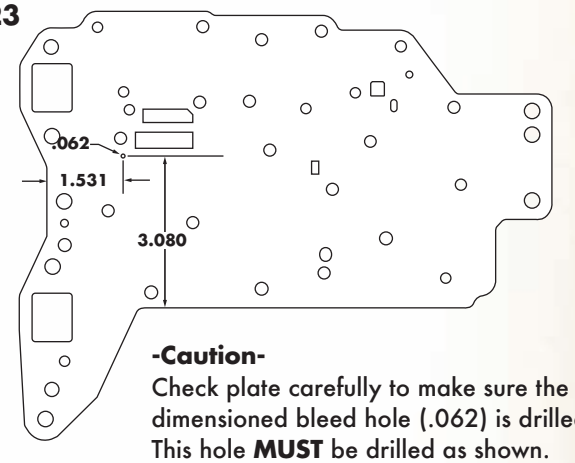


Figure 2
Bleed Hole Position

-Caution-
Check plate carefully to make sure the dimensioned bleed hole (.062) is drilled. This hole **MUST** be drilled as shown.

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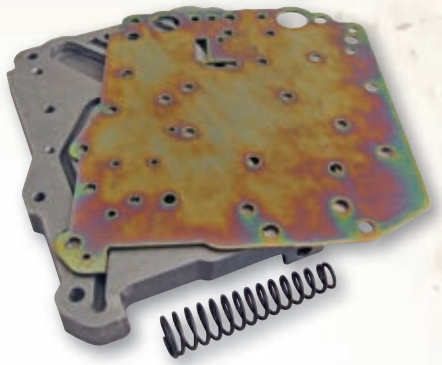
C-4 MANUAL VALVE BODY

KIT P/N 3540

Kit Includes:

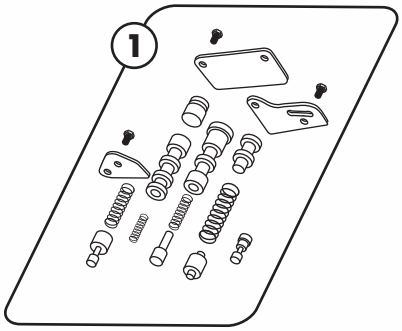
DESCRIPTION	P/N	QTY
Regulator Spring	3502	1
Separator Plate	3505	1
Channel Casting	3506	1

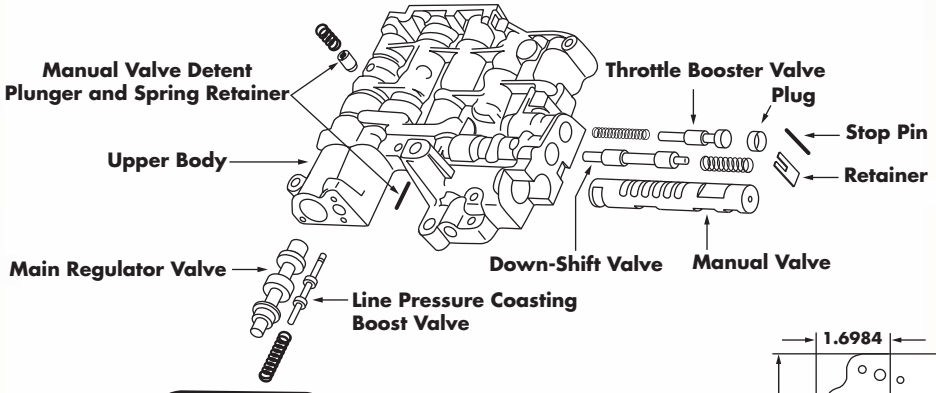


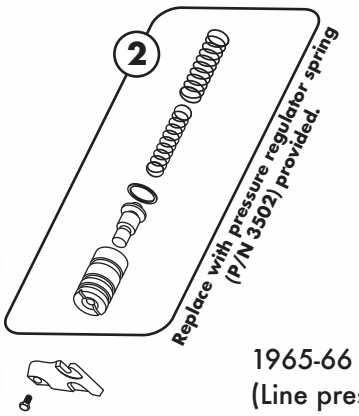
- All items circled in number ① can be removed from the upper control body.
- All items circled in number ② are discarded and replaced with the pressure regulator spring **P/N 3502**, provided.

Refer to manufacturers manual for proper installation procedures and tightening torques.

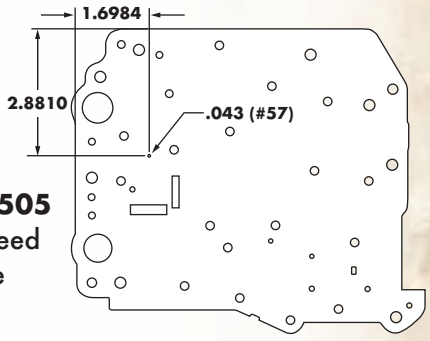
Instructions for **P/N 3540** 1965 or 1966 C-4 Valve Body must be used.







P/N 3505



-Caution-
Check separator plate **P/N 3505** make sure the dimensioned bleed hole (.043) is drilled. This hole **MUST** be drilled as shown.

1965-66 Upper Control Valve Body Assembly
(Line pressure coasting boost valve and spring not used in 1966)

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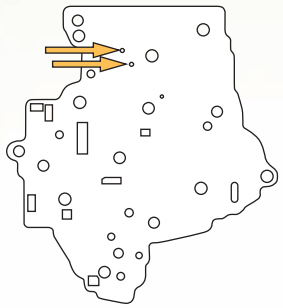
SEPARATOR PLATES & GASKETS

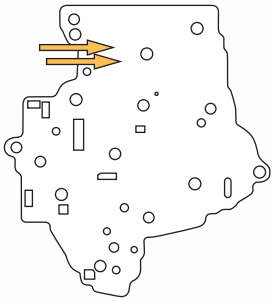
Turbo-Hydro 400 Separator Plate **P/N 1047**
Manual Valve Body Only

-Caution-
Confirm that 1/8" holes have been drilled at arrows.

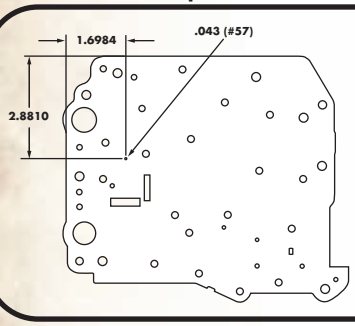


Turbo-Hydro 400 Separator Plate **P/N 1048**
Conversion Kit Only

-Caution-
Does not have 1/8 holes like P/N 1047.

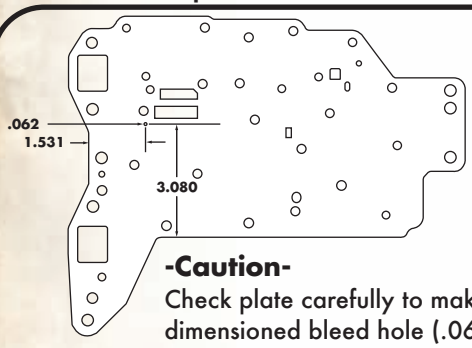


C-4 Separator Plate **P/N 3505**



-Caution-
Check plate carefully to make sure the dimensioned bleed hole (.043) is drilled. This hole **MUST** be drilled as shown.

C-6 Separator Plate **P/N 3023**

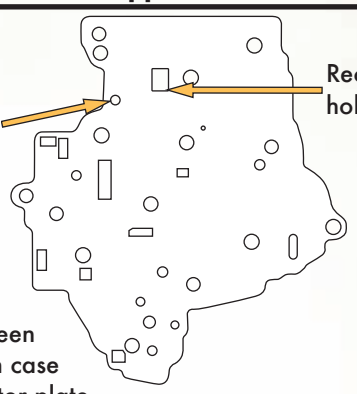


-Caution-
Check plate carefully to make sure the dimensioned bleed hole (.062) is drilled. This hole **MUST** be drilled as shown.

Turbo-Hydro 400 Top Gasket **P/N 1069**
All Applications

-Caution-
This hole must be in this gasket

Rectangular hole



Install between transmission case and separator plate.

Turbo-Hydro 400 Bottom Gasket **P/N 1068**
Conversion Kit Only

-Caution-
This hole must be in this gasket

Turbo-Hydro 400 Bottom Gasket **P/N 1073**
Manual Valve Body Only

-Caution-
Note these two holes

Install between valve body and separator plate.

Note: If holes are not as shown, Maverick shipped the wrong part! Please let us make it right!

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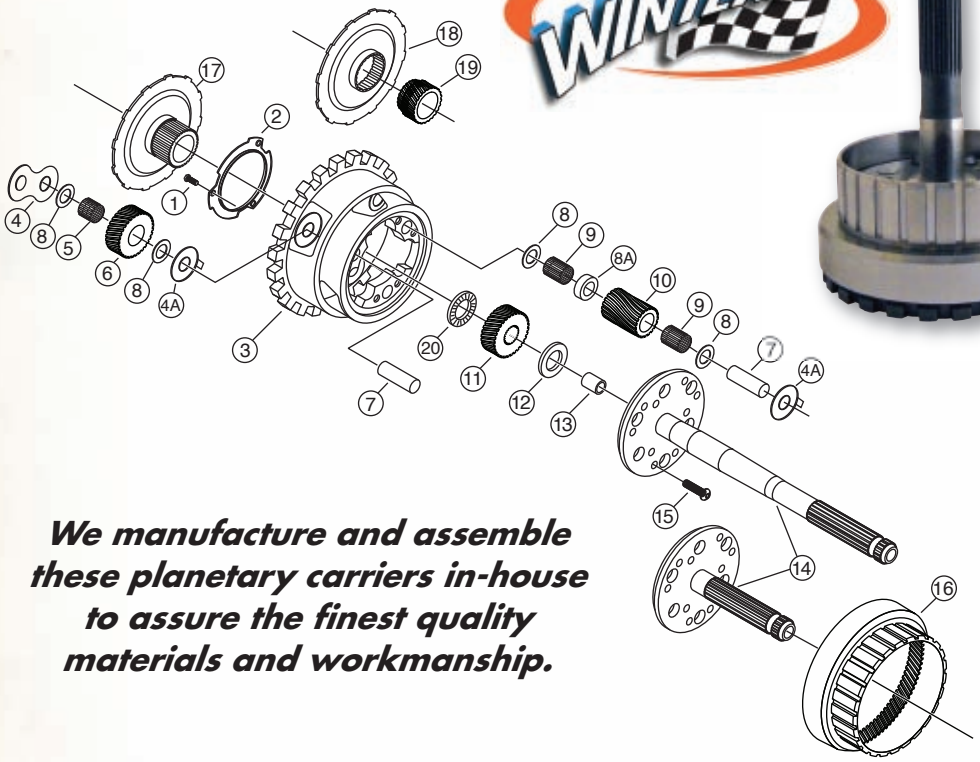
POWERGLIDE – 1.76 RATIO HELICAL CUT

ASSEMBLY P/N 2979 (Long)
ASSEMBLY P/N 2979S (Short)



We manufacture and assemble these planetary carriers in-house to assure the finest quality materials and workmanship.

R.E.M® Finish Add
Option 8218-PG

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	12-24 x 1 1/4" Panhead Screw	8008	3
2	Shaft Retainer Plate	1926	1
3	Carrier Housing	1553	1
4	Link Washer	8615	3
4A	Tab Washer	8616	6
5	Needle Bearing Set	7597	20
6	Planetary Gear (34 Tooth)	1558	3
7	Planetary Gear Shaft	2476	6
8	Washer, Needle Roller	2939	12
8A	Spacer, Needle Roller	2938	3
9	Needle Bearing Set	7599	40
10	Planetary Gear (21 Tooth)	1559	3
11	Sun Gear (34 Tooth)	1560	1
12	Thrust Washer	8600	1

#	DESCRIPTION	P/N	QTY
13	Pilot Bushing	7595	1
14	Output Shaft w/Flange		1
14	Standard Length	1999	
14	Shorty Length	1999S	
15	3/8-16 x 1" BHCS	7878	6
16	Steel Reverse Internal Gear	1554	1
17	Flanged Sun Gear Assembly		1
17	Non Heat Treated	2958S	
17	Heat Treated	2958HT	
18	Flange Stamping		1
18	Non Heat Treated	1966	
18	Heat Treated (Option 8248)	1966HT	
19	Flange Sun Gear (26 Tooth)	2094	1
20	Low Sun Gear Needle Thrust Brg.	8629	1

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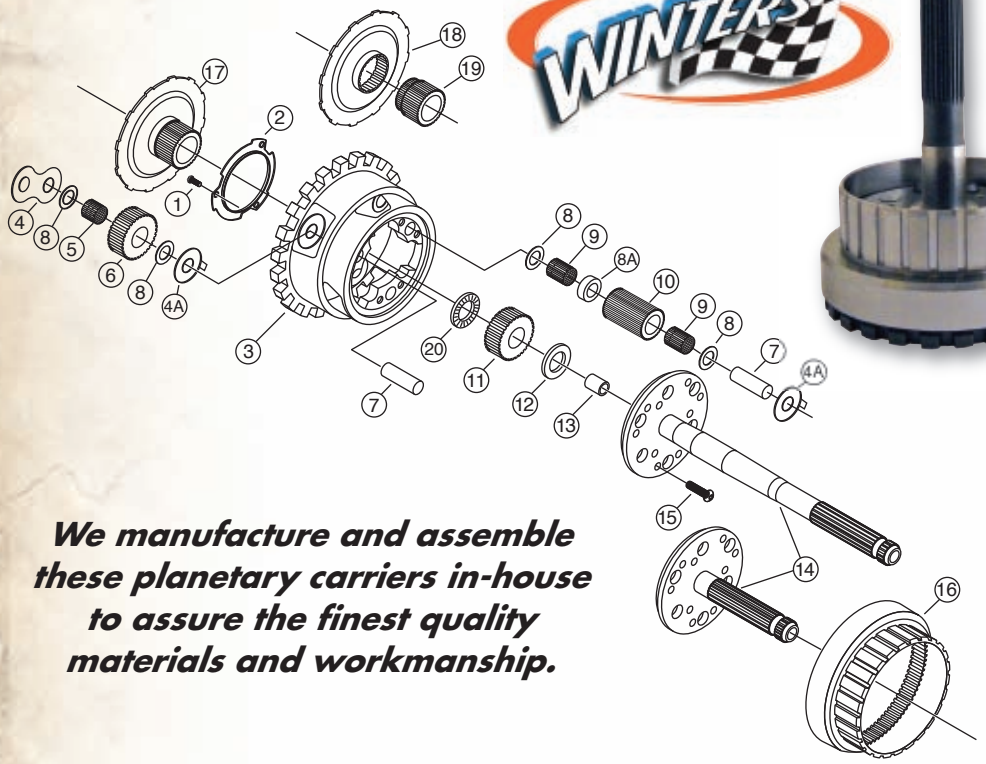
ASSEMBLY P/N 2979-S155 (Long)
ASSEMBLY P/N 2979S-S155 (Short)



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R.E.M® Finish Add
Option 8218-PG

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	12-24 x 1 1/4" Panhead Screw	8008	3
2	Shaft Retainer Plate	1926-155	1
3	Carrier Housing	1553-155	1
4	Link Washer	8615-155	3
4A	Tab Washer	8616-155	6
5	Needle Bearing Set	7597	20
6	Planetary Gear (25 Tooth)	3140-155	3
7	Planetary Gear Shaft, .509"	2476-155	3
7	Planetary Gear Shaft, .590"	2476	3
8	Washer, Needle Roller	2939-155	6
8	Washer, Needle Roller	2939	6
8A	Spacer, Needle Roller	2938-155	3
9	Needle Bearing Set	7597-155	40
10	Planetary Gear (15/19 Tooth)	3141-155	3
11	Sun Gear (28 Tooth)	3142-155	1

#	DESCRIPTION	P/N	QTY
12	Thrust Washer	8600	1
13	Pilot Bushing	7595	1
14	Output Shaft w/Flange		1
14	Standard Length	1999-155	
14	Shorty Length	1999S-155	
15	3/8-16 x 1" BHCS	7878	6
16	Steel Reverse Internal Gear	3144-155	1
17	Flanged Sun Gear Assembly		1
17	Non Heat Treated	2958S-155	
17	Heat Treated	2958SHT-155	
18	Flange Stamping		1
18	Non Heat Treated	1966SS-155	
18	Heat Treated (Option 8248)	1966SSHT-155	
19	Flange Sun Gear (21 Tooth)	3143-155	1
20	Low Sun Gear Thrust Washer	8629	1

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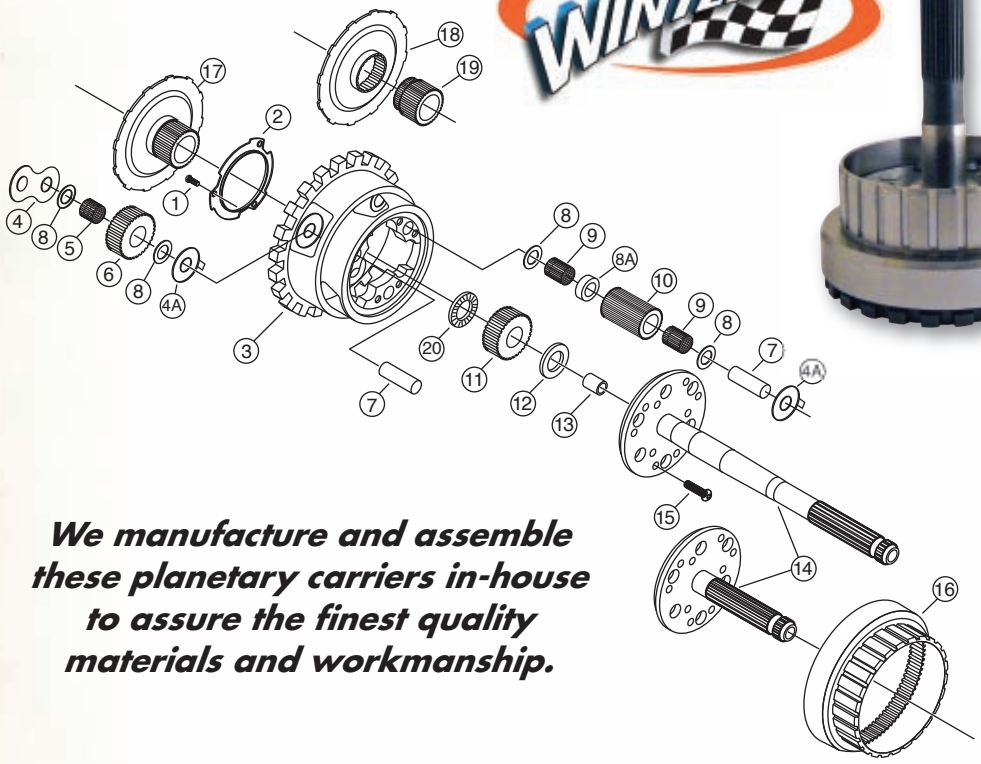
ASSEMBLY P/N 2979-S180 (Long)
ASSEMBLY P/N 2979S-S180 (Short)



We manufacture and assemble these planetary carriers in-house to assure the finest quality materials and workmanship.

R.E.M® Finish Add
Option 8218-PG

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	12-24 x 1 1/4" Panhead Screw	8008	3
2	Shaft Retainer Plate	1926	1
3	Carrier Housing	1553	1
4	Link Washer	8615	3
4A	Tab Washer	8616	6
5	Needle Bearing Set	7597	20
6	Planetary Gear (25 Tooth)	3140	3
7	Planetary Gear Shaft	2476	6
8	Washer, Needle Roller	2939	12
8A	Spacer, Needle Roller	2938	3
9	Needle Bearing Set	7599	40
10	Planetary Gear (16 Tooth)	3141	3
11	Sun Gear (25 Tooth)	3142	1
12	Thrust Washer	8600	1

#	DESCRIPTION	P/N	QTY
13	Pilot Bushing	7595	1
14	Output Shaft w/Flange		1
14	Standard Length	1999	
14	Shorty Length	1999S	
15	3/8-16 x 1" BHCS	7878	6
16	Steel Reverse Internal Gear	3144	1
17	Flanged Sun Gear Assembly		1
17	Non Heat Treated	2958S	
17	Heat Treated	2958SHT	
18	Flange Stamping		1
18	Non Heat Treated	1966SS	
18	Heat Treated (Option 8248)	1966SSHT	
19	Flange Sun Gear (20 Tooth)	3143	1
20	Low Sun Gear Needle Thrust Brg.	8629	1

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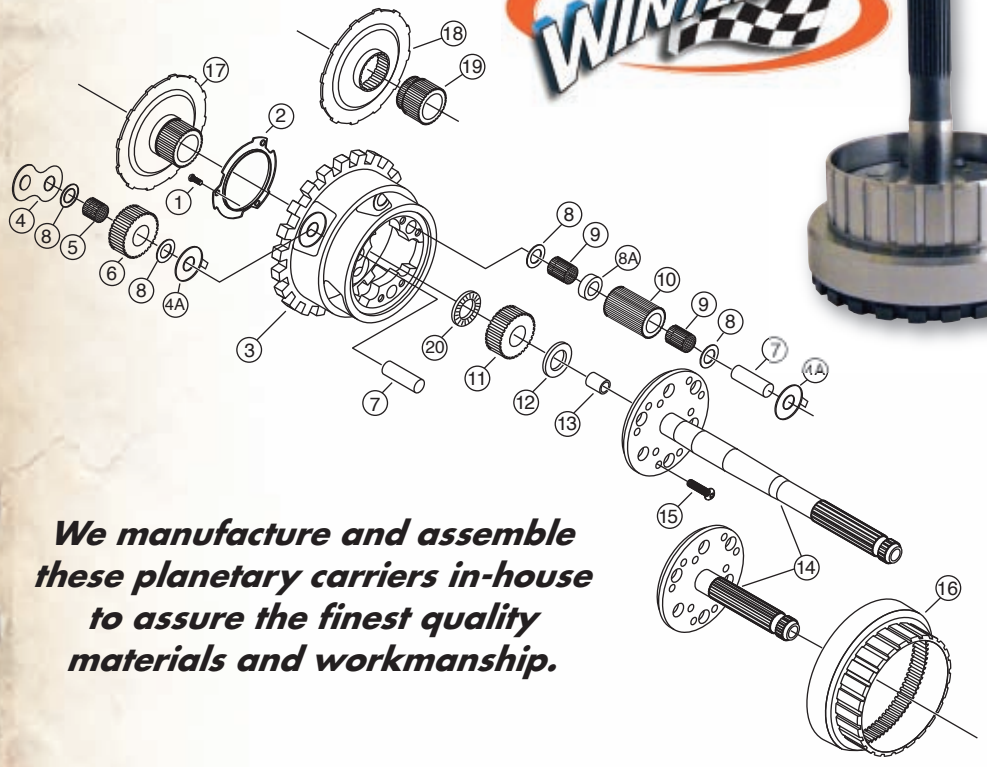
ASSEMBLY P/N 2979-S182 (Long)
ASSEMBLY P/N 2979S-S182 (Short)



We manufacture and assemble these planetary carriers in-house to assure the finest quality materials and workmanship.

R.E.M® Finish Add
Option 8218-PG

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	12-24 x 1 1/4" Panhead Screw	8008	3
2	Shaft Retainer Plate	1926-182	1
3	Carrier Housing	1553-182	1
4	Link Washer	8615-182	3
4A	Tab Washer	8616-182	6
5	Needle Bearing Set	7597	20
6	Planetary Gear (25 Tooth)	3140-182	3
7	Planetary Gear Shaft	2476	6
8	Washer, Needle Roller	2939	12
8A	Spacer, Needle Roller	2938	3
9	Needle Bearing Set	7599	40
10	Planetary Gear (16 Tooth)	3141-182	3
11	Sun Gear (28 Tooth)	3142-182	1
12	Thrust Washer	8600	1

#	DESCRIPTION	P/N	QTY
13	Pilot Bushing	7595	1
14	Output Shaft w/Flange		1
14	Standard Length	1999-182	
14	Shorty Length	1999S-182	
15	3/8-16 x 1" BHCS	7878	6
16	Steel Reverse Internal Gear	3144-182	1
17	Flanged Sun Gear Assembly		1
17	Non Heat Treated	2958-182	
17	Heat Treated	2958SHT-182	
18	Flange Stamping		1
18	Non Heat Treated	1966SS-182	
18	Heat Treated (Option 8248)	1966SSHT-182	
19	Flange Sun Gear (23 Tooth)	3143-182	1
20	Low Sun Gear Thrust Washer	4753	1

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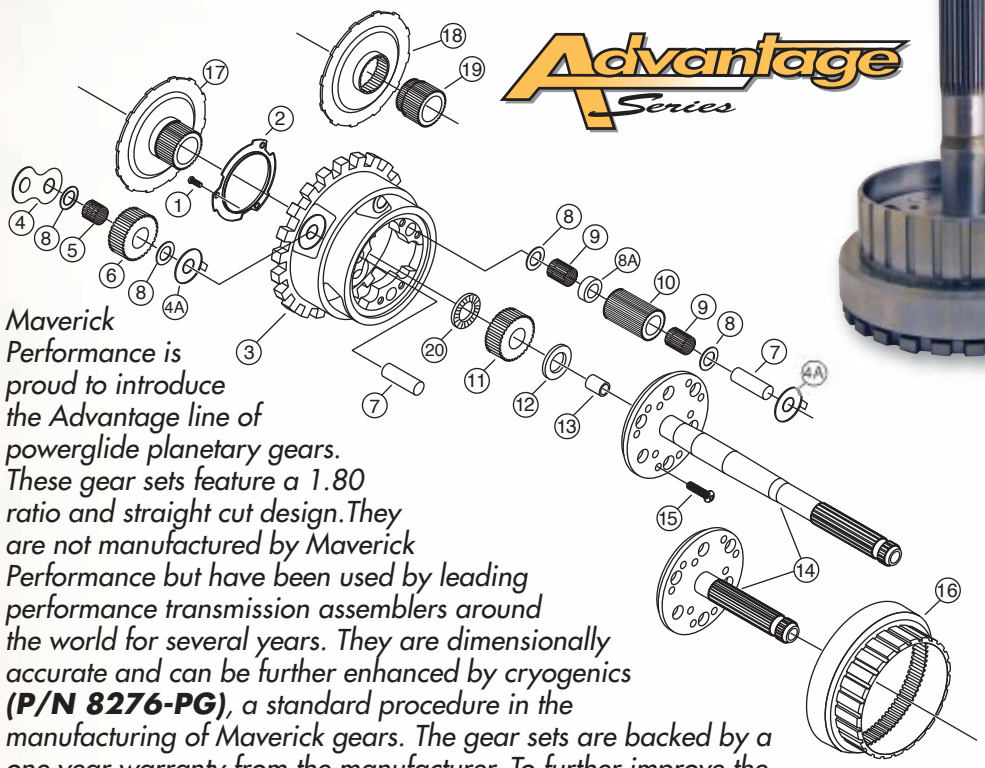
ASSEMBLY P/N 2979A-S180 (Long)
ASSEMBLY P/N 2979AS-S180 (Short)



*Maverick Performance is proud to introduce the Advantage line of powerglide planetary gears. These gear sets feature a 1.80 ratio and straight cut design.They are not manufactured by Maverick Performance but have been used by leading performance transmission assemblers around the world for several years. They are dimensionally accurate and can be further enhanced by cryogenics **(P/N 8276-PG)**, a standard procedure in the manufacturing of Maverick gears. The gear sets are backed by a one year warranty from the manufacturer. To further improve the performance and life of the gear sets, consider the popular R.E.M. option **(P/N 8218-PG)** which polishes the gear tooth to a mirror like finish to minimize friction and reduce the opportunity for stress cracks.*

R.E.M® Finish Add
Option 8218-PG
Cryogenics Add
Option 8276-PG

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	12-24 x 1 1/4" Panhead Screw	8008	3
2	Shaft Retainer Plate	1926	1
3	Carrier Housing	1553	1
4	Link Washer	8615	3
4A	Tab Washer	8616	6
5	Needle Bearing Set	7597	20
6	Planetary Gear (25 Tooth)	3140A	3
7	Planetary Gear Shaft	2476	6
8	Washer, Needle Roller	2939	12
8A	Spacer, Needle Roller	2938	3
9	Needle Bearing Set	7599	40
10	Planetary Gear (16 Tooth)	3141A	3
11	Sun Gear (25 Tooth)	3142A	1
12	Thrust Washer	8600	1

#	DESCRIPTION	P/N	QTY
13	Pilot Bushing	7595	1
14	Output Shaft w/Flange		1
14	Standard Length	1999	
14	Shorty Length	1999S	
15	3/8-16 x 1" BHCS	7878	6
16	Steel Reverse Internal Gear	3144	1
17	Flanged Sun Gear Assembly		1
17	Non Heat Treated	2958S	
17	Heat Treated	2958SHT	
18	Flange Stamping		1
18	Non Heat Treated	1966SS	
18	Heat Treated (Option 8248)	1966SSHT	
19	Flange Sun Gear (20 Tooth)	3143A	1
20	Low Sun Gear Needle Thrust Brg.	8629	1

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GEAR SETS

STRAIGHT CUT GEAR SETS

9 Gear Set

DESCRIPTION	P/N
1.55:1 Ratio	2885-S155-9
1.80:1 Ratio	2885-S180-9
1.82:1 Ratio	2885-S182-9
Advantage Series 1.80:1 Ratio	2885A-S180-9

9 Gear Set w/ Install Kit

DESCRIPTION	P/N
1.55:1 Ratio	28869-S155
1.80:1 Ratio	28869-S180
1.82:1 Ratio	28869-S182
Advantage Series 1.80:1 Ratio	2886A9-S180

R.E.M® Finish Add **Option 8218-PG**

Cryogenics Add **Option 8276-PG**

Shot Peening Add **Option 9115-PG**

HELICAL CUT GEAR SETS

8 Gear Set

DESCRIPTION	P/N
1.76:1 Ratio	2885

8 Gear Set w/ Install Kit

DESCRIPTION	P/N
1.76:1 Ratio	2886

9 Gear Set

DESCRIPTION	P/N
1.76:1 Ratio	2885-9

9 Gear Set w/ Install Kit

DESCRIPTION	P/N
1.76:1 Ratio	2886-9

Washer Kit
KIT P/N 8630

Install Kit
KIT P/N 8630-1

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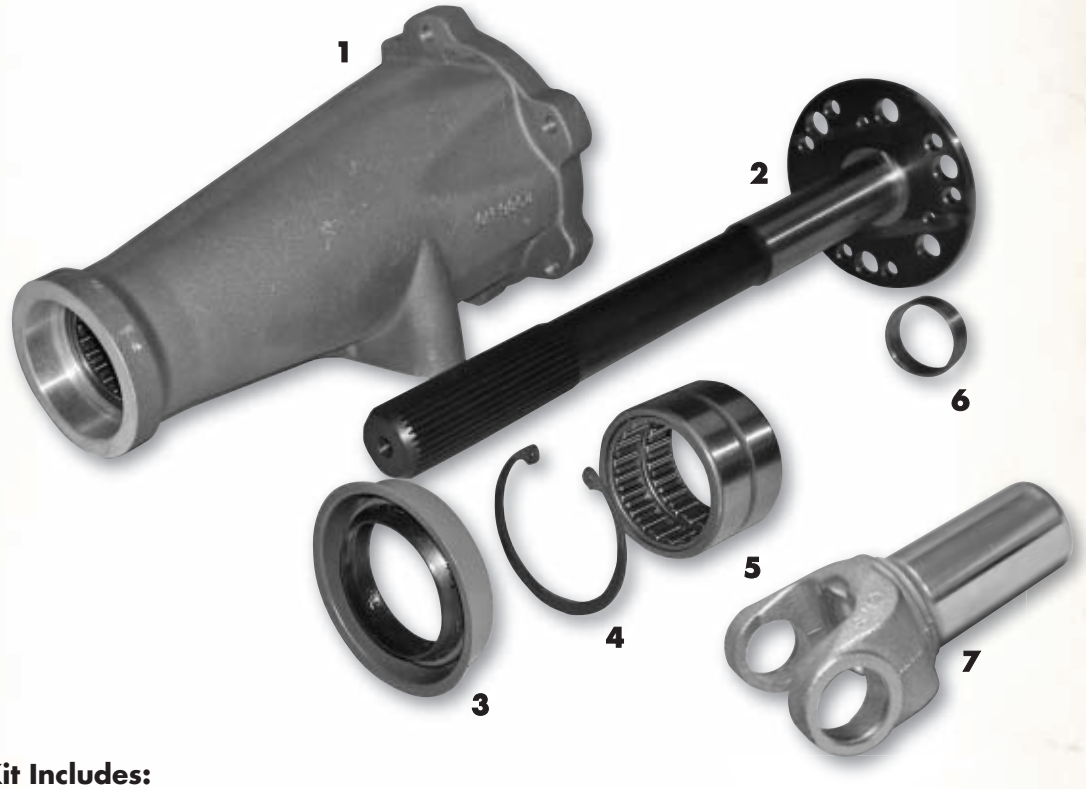
Heavy Duty Extension Housing Kit P/N 4231

Option 8228-PGHD Gundrilled Output Shaft

Option 80119-PGHD Slip Yoke with Kit

This kit upgrades the Powerglide to efficiently handle some serious horsepower. The output shaft has been enlarged up to 1 3/8" diameter with 32 Splines (Turbo 400). This kit allows for installation of the heavy duty shaft by boring and installing P/N 7515A Bushing in your Powerglide case.

Will accept Mark Williams® Turbo 400 Slip Yoke.



Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Extension Housing	2986HD	1
2	Output Shaft	1999HD	1
3	Oil Seal	8801	1
4	Retaining Ring	8355	1

#	DESCRIPTION	P/N	QTY
5	Bearing	8688	1
6	Bushing	7515A	1
7	1350 Slip Yoke	3850-1350	1

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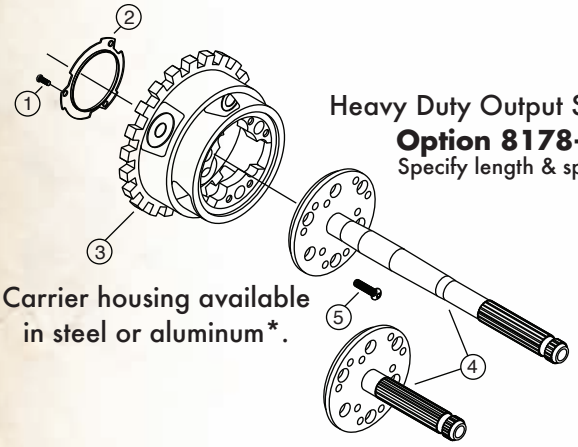
Planetary Carrier Less Gears

Accepts 1.76 and 1.80 ratio gear sets.

DESCRIPTION	P/N
Winters® Housing, Winters® Long Shaft	2584
Winters® Housing, Winters® Short Shaft	2584S
Advantage Series Housing, Advantage Long Shaft	2584A
Advantage Series Housing, Winters Short Shaft	2584AS
Aluminum Housing, Winters® Long Shaft	A2584
Aluminum Housing, Winters® Short Shaft	A2584S
Aluminum Housing, Advantage Series Long Shaft	A2584A



Carrier housing available in steel or aluminum*.

Heavy Duty Output Shaft Add
Option 8178-XX
Specify length & spline.

Advantage Series

WINTERS

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	12-24 x 1/4" Panhead Screw	8008	3
2	Shaft Retainer Plate	1926	1
3	Carrier Housing		1
3	Carrier Housing	1553	
3	Aluminum Carrier Housing	A1553	
4	Output Shaft with Flange		1
4	Standard Length	1999	
4	Advantage Series Standard Length	1999A	
4	Shorty Length	1999S	
5	3/8-16 x 1" BHCS	7878	6

Aluminum Carrier Housing
P/N A1553

Our Powerglide Planetary Carrier Housing is made from billet aluminum. Accepts 1.76 and 1.80 ratio gear sets.

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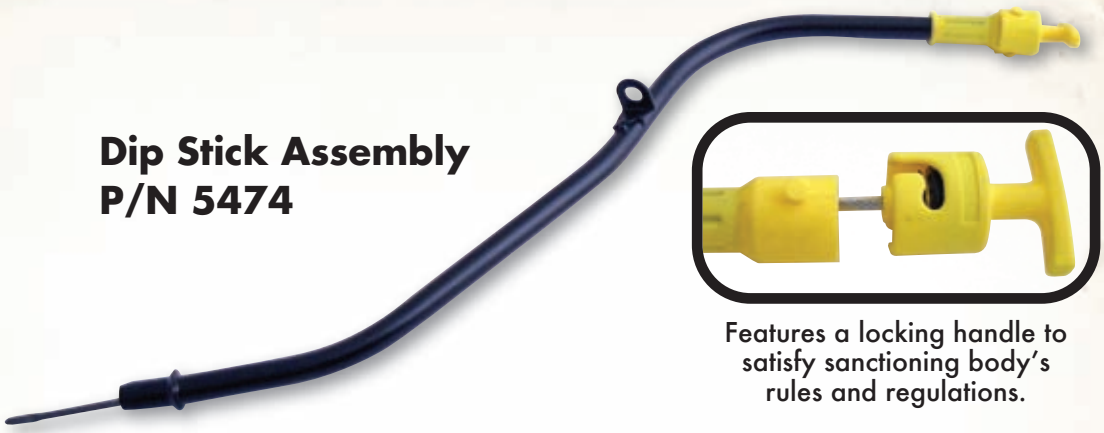
POWERGLIDE COMPONENTS

Dip Stick Assembly
P/N 5474



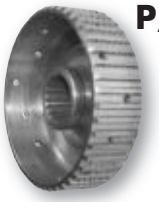
Features a locking handle to satisfy sanctioning body's rules and regulations.

30 Spline Powerglide Input Shaft

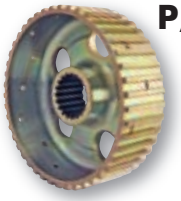
Use Turbo-Hydro 350/400 Torque Converter
12 7/8" Overall Length

HyTuf® Spec Material **P/N 2831**
VascoMax® Material **P/N 2831V**

P/N 5486



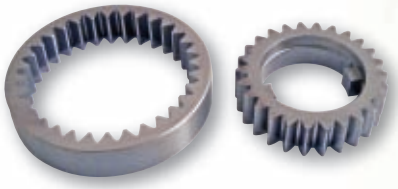
P/N 5486L



Powerglide Pump Gears

Made from heat treated billet steel.

DESCRIPTION	P/N
Powerglide, Stock	5690-01
Powerglide, Narrow, Circle Track	5690-02
Powerglide, Oversize	5690-03
Turbo-Hydro 400, Trans Brake	5690-04



Powerglide Aluminum Oil Pan Assembly
P/N 3964

Assembly includes Reinforcing Flange and Plug.

Flange Reinforcing Ring
P/N 3974

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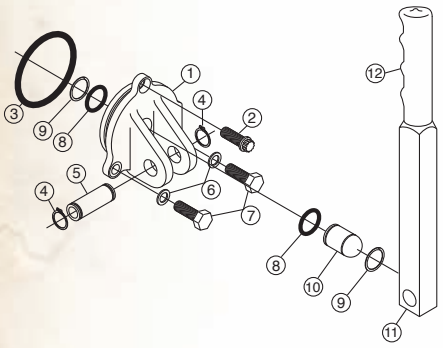
Manual Band Apply P/N 5484

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	Band Apply Cover	5422	1
2	3/8-16 x 1" 12pt	7735	1
3	O'Ring, Cover	7419	1
4	Snap Ring	7631	2
5	Pivot Sleeve	5615	1
6	3/8" Flatwasher	7151	2
7	3/8-16 x 1 1/4" HHCS	7107	2
8	O'Ring, Plunger	7421	2
9	Snap Ring	7616	2
10	Plunger	5620	1
11	Handle	5621	1
12	Handle Boot	2404	1



We offer two types of Servo/Band apply push start kits. **P/N 5484** is manually actuated while **P/N 2284** with a **P/N 2482** is hydraulically actuated.

Exercise care when removing the original servo cover to insure that the band apply strut does not fall out of place.

Carefully install Winters® cover assembly applying oil or petroleum jelly to the O'Ring. Make sure that the cover gasket is in place and that all three bolts are started.

It is advisable to back off the band adjusting screw several turns before final torquing the retaining bolts. Tighten the retaining bolts in a criss-cross pattern until the cover is tight. Torque to 15 ft lbs.

The band must now be re-adjusted to the factory specifications with the servo apply lever in a released position.

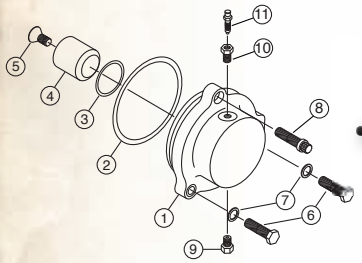
The band apply lever should be used positively to insure minimum band slippage, otherwise, accelerated band wear will result. However, excessive pressure can damage the transmission.

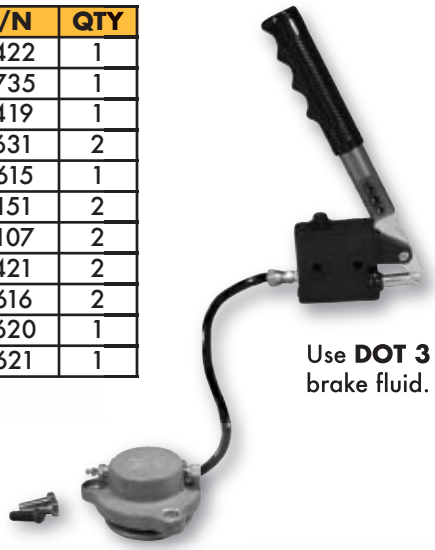
Push start in **NEUTRAL ONLY** at a preferred starting speed of 2 to 10 mph.

Hydraulic Band Apply P/N 2284

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	Band Apply Cover	5422	1
2	3/8-16 x 1" 12pt	7735	1
3	O'Ring, Cover	7419	1
4	Snap Ring	7631	2
5	Pivot Sleeve	5615	1
6	3/8" Flatwasher	7151	2
7	3/8-16 x 1 1/4" HHCS	7107	2
8	O'Ring, Plunger	7421	2
9	Snap Ring	7616	2
10	Plunger	5620	1
11	Handle	5621	1



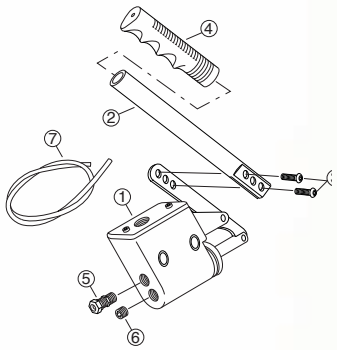


Use **DOT 3** brake fluid.

Hydraulic Master Cylinder P/N 2482

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	Master Cylinder Only	2379	1
2	Master Cylinder Handle	2382	1
3	1/4-20 x 3/4" BHCS	8037	2
4	Handle Boot	2404	1
5	Compression Fitting, Male	8042	1
6	1/8" NPT Hex Socket Plug	7772	1
7	1/4" Black Hose, 36"	2813	1
	Rebuild Kit	2820	



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POWERGLIDE DRIVE ASSEMBLY

P/N 5485 Chevy® Early (Large Bolt Pattern)
P/N 5485A Chevy® Early (Large Bolt Pattern), Alum.
P/N 6859 Chevy® Late ('88 & up Bolt Pattern)
P/N 5485B Ford® Small Block
P/N 5485C Mopar® 6-Bolt
P/N 5485D Not Drilled Crank Coupler

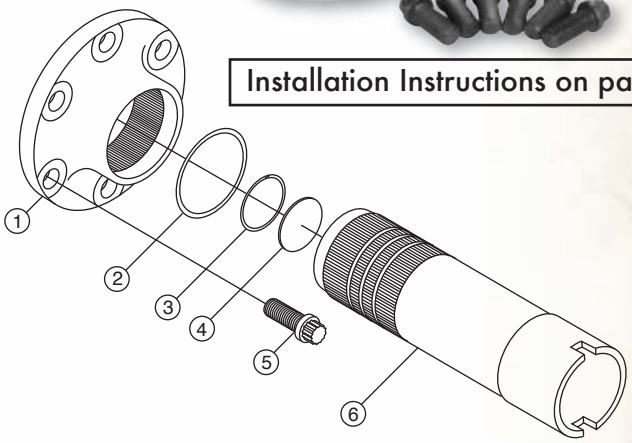
Winters® Powerglide Drive Assembly eliminates Torque Converter. This assembly is made from 4340 billet steel and is precision CNC machined to exacting tolerances.

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	Crank Coupler		1
	Early Chevy®	5420	
	Early Chevy®, Aluminum	5420A	
	Late Chevy®	6833	
	Ford®	1970	
	Mopar®	1969	
	Not Drilled	5420-0	
2	External Snap Ring	7614	1
3	Internal Snap Ring	7613	1
4	1 1/8" Expansion Plug	7712	1
5	7/16-20 x 1" 12pt	7739*	6
6	Drive Sleeve	5419-01	1

*Supersedes P/N 7710 in P/N 5485 & P/N 5485A.

Installation Instructions on page 52



Powerglide Drive Assembly With HTD Drive

P/N 2495 Chevy® Early (Large Bolt Pattern)

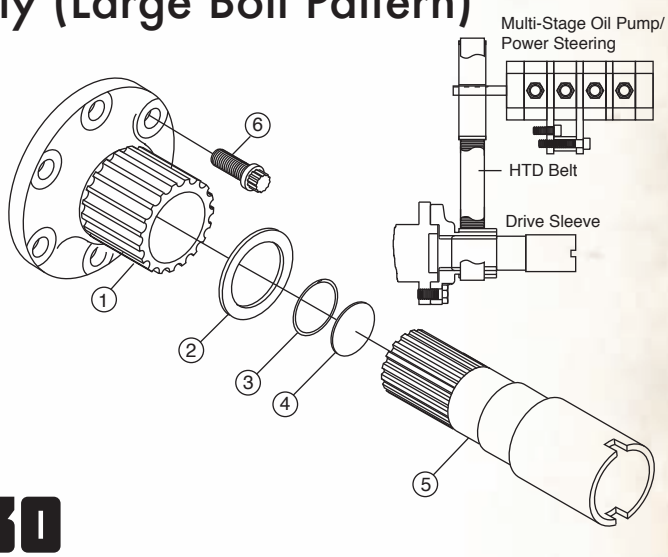
HTD belt load is on the crankshaft, Not the drive sleeve.

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	Crank Coupler	2446	1
2	Spacer	2484	1
3	Retaining Ring	7613	1
4	1 1/8" Expansion Plug	7712	1
5	Drive Sleeve	2463	1
6	7/16-20 x 1" 12pt	7739*	6

*Supersedes P/N 7710.

Spacers **(P/N 2484)** are available in different thicknesses as required.



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POWERGLIDE DRIVE ASSEMBLY

P/N 6866 Chevy® Early (Large Bolt Pattern)
P/N 6866A Chevy® Early (Large Bolt Pattern), Alum.
P/N 6886 Chevy® Late ('88 & up Bolt Pattern)
P/N 6866B Ford® Small Block
P/N 6866C Mopar® 6-Bolt
P/N 6866D Not Drilled Crank Coupler

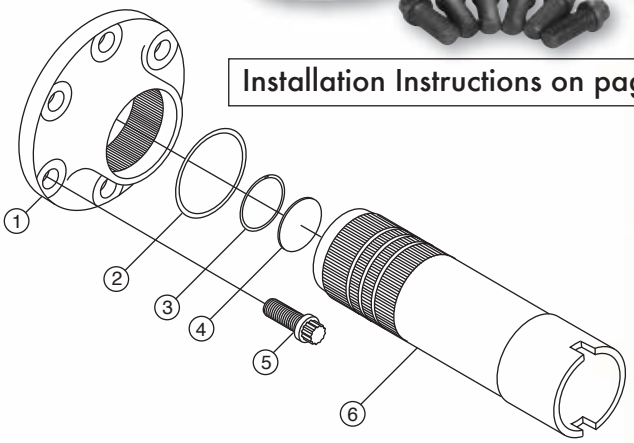
Winters® Turbo-Hydro Drive Assembly eliminates Torque Converter. This assembly is made from 4340 billet steel and is precision CNC machined to exacting tolerances.

Installation Instructions on page 52

Assembly Includes:

#	DESCRIPTION	P/N	QTY
1	Crank Coupler		1
	Early Chevy®	5420	
	Early Chevy®, Aluminum	5420A	
	Late Chevy®	6833	
	Ford®	1970	
	Mopar®	1969	
	Not Drilled	5420-0	
2	External Snap Ring	7614	1
3	Internal Snap Ring	7613	1
4	1 1/8" Expansion Plug	7712	1
5	7/16-20 x 1" 12pt	7739*	6
6	Drive Sleeve	5419-02	1

*Supersedes P/N 7710 in P/N 6866 & P/N 6866A.



Installation:
Install stock flex plate & crank coupler to engine crank shaft. Torque bolts **(P/N 7739)** to factory specs. Indicate crank coupler (figure 2) to insure it is within + or - .002 run out (T.I.R. .004). Lubricate front pump & seal. Install drive sleeve into powerglide front pump. Install powerglide to engine, turning drive sleeve to engage splines in crank flange is essential.

Caution: Make sure drive sleeve has 1/16" to 1/8" end play fore and aft movement before transmission retaining bolts are torqued. Moving external snap ring **(P/N 7614)** or changing spacer thickness **(P/N 2484)** will accomplish this.

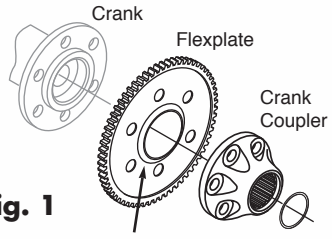


Fig. 1

Note: Flange protruding from face of O.E.M flex plate (figure 1). Check that the protrusion on the flex plate does not keep crank coupler from seating against face of flex plate. If interference occurs, machine away enough flex plate protrusion to eliminate this problem. With crank coupler installed and torqued to factory specs, indicate as shown (figure 2).

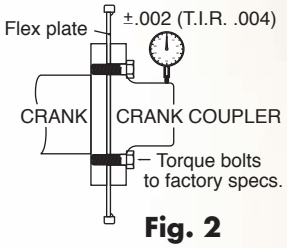


Fig. 2

Do Not attempt to draw transmission against engine using bolts. If transmission will not seat against engine without force, contact your dealer for assistance.

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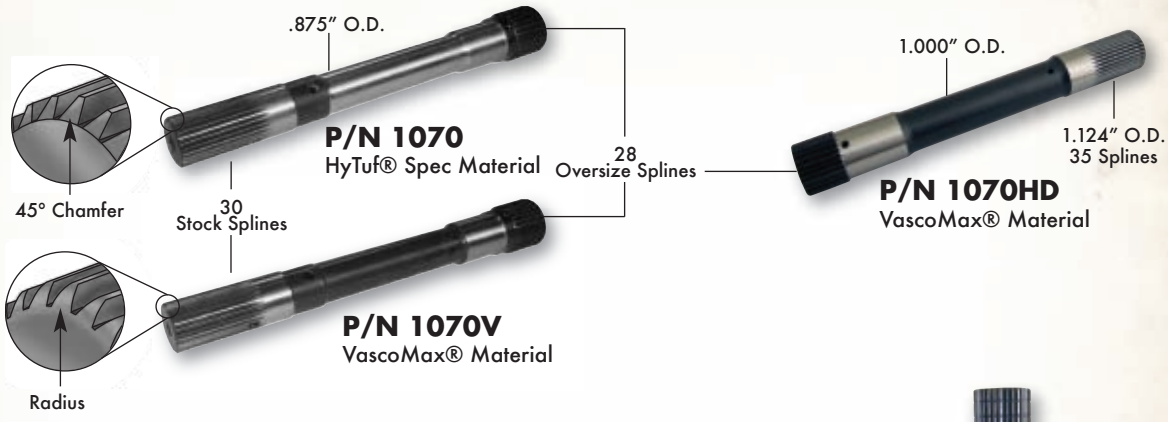
TURBO-HYDRO 400

Turbo-Hydro 400 HD Input Shafts
For Drag Racing



Aluminum Turbo-Hydro 400 Forward Clutch Drum
P/N 4812 (with Hytuf® Spec Input Shaft)
P/N 4812V (with VascoMax® Input Shaft)

- 5lbs 14oz - 3lbs 2oz lighter than stock with most of the weight removed at a 6 3/4" diameter.
- Hard Anodized Billet Aluminum Clutch Drum
- Heat Treated Steel Center Hub - 28 Splines at Center Hub

Turbo-Hydro 400 Resplined Forward Clutch Drum
P/N 1058 (labor only)

Double the torque capacity with 28 oversize splines. We take your stock drum, bore it and respline it. We can then install the 28 spline shaft of your choice.

These pieces eliminate the Turbo-Hydro's weak spot from high horse power engines.

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Turbo-Hydro 400 Case Plug P/N 1002

Replaces modulator with valve body conversion.

Manual Valve P/N 1046

Manual valve to reverse shift pattern in Winters® style Turbo-Hydro 400 valve bodies.

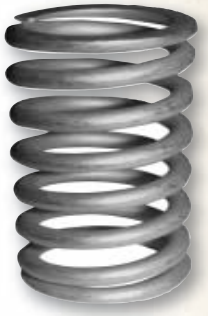
Turbo-Hydro 400 Regulator Spring P/N 1005

Heavy duty regulator spring for Turbo-Hydro 400 transmission. Boosts oil pressure to 175psi.

Intermediate Shaft P/N 4810H P/N 4810V

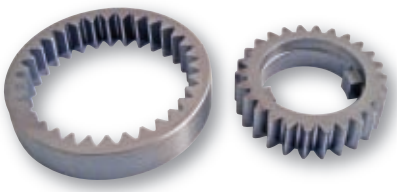
Replacement intermediate shaft for Turbo-Hydro 400. Choose from Hytuf® Spec or VascoMax® Material

Turbo-Hydro 400 Servo Release Spring P/N 1006



Turbo-Hydro special rear band servo release spring. This spring guarantees full band release when not in reverse, thus avoiding internal friction thru band drag. Suggested for use in competition built transmissions.

Pump Gears P/N 2701-01



Heat treated, stock configuration gears made from billet steel.

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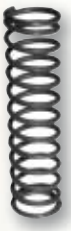
COMPONENTS

C-6 Regulator Spring
P/N 3047

This spring allows for 135 psi oil pressure and is to be used on all street and strip transmissions. This may be found in our Ford® C-6 Manual Valve Body Kit. It measures 2 1/2" long.

C-6 Regulator Spring
P/N 3048

For competition transmissions only. This pressure regulator spring allows for 165 psi. This spring may be found in our Ford® C-6 Manual Valve Body Kit. It measures 2 1/4" long.



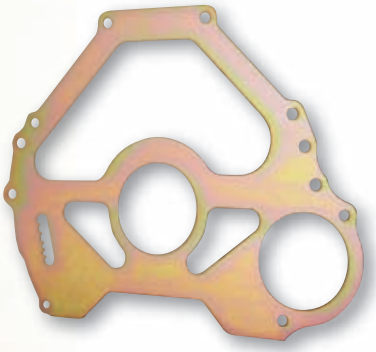
Torqueflite 8 Regulator Spring
P/N 2005

For ultimate shift response and longevity. TF-8 special regulator spring allows oil pressure to be raised from present high of approx. 115 psi. to a low of 120, or a high of 140 psi. with stock adjustment screw without shimming. Case reinforcing along pan or case girdle a necessity with this spring.

C-4 Regulator Spring
P/N 3502

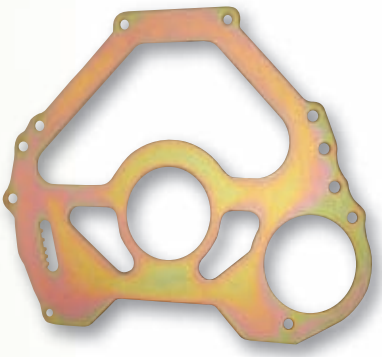
This pressure regulating spring is found in our Ford® C-4 Manual Valve Body Kit. When properly installed it creates the correct amount of oil pressure for your performance transmission.

FORD® TO POWERGLIDE APPLICATION



Ford Style Motor Plate
P/N 3829

Small Block 164 Tooth

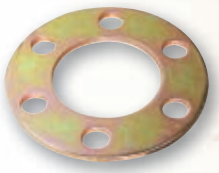


Ford Style Motor Plate
P/N 3979

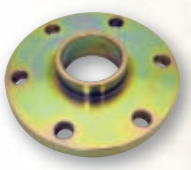
Small Block 157 Tooth

Flex Plates
P/N 3826-157
P/N 3826-164

Shim
P/N 3827



Couplers



P/N 3828 **P/N 3828-01**

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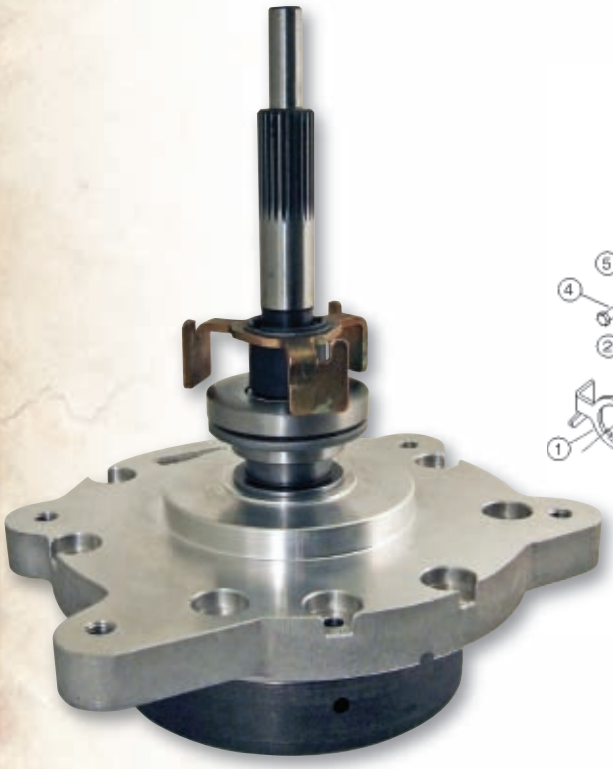
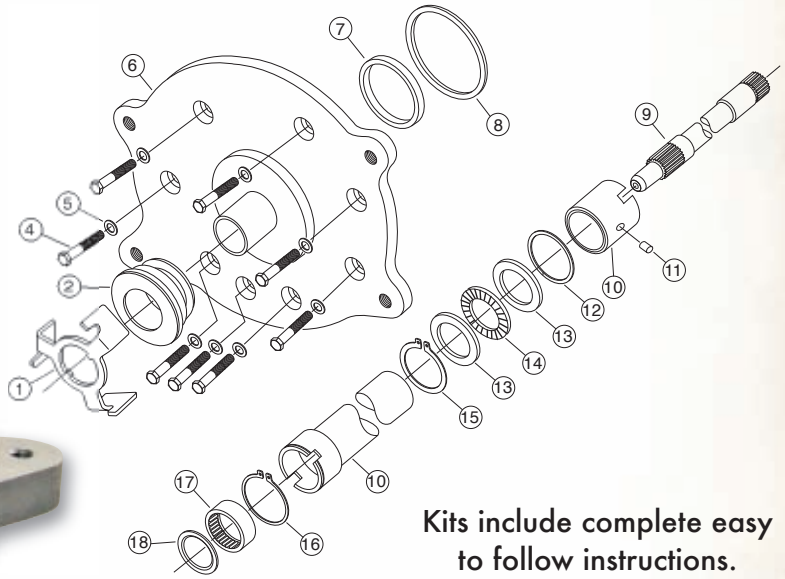
CLUTCH HYDRO KIT

Special Order

P/N 10510 Clutch Hydro to GM®
P/N 10520 Clutch Hydro to Mopar® '62 & Later
P/N 10540 Clutch Hydro to Ford®





Kits include complete easy to follow instructions.

CLUTCH HYDRO

Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Pump Drive Spider	6050	1
2	Throwout Bearing	6052	1
3	Throwout Bearing Sleeve	1039	1
3	Throwout Bearing & Sleeve Assembly	1060	
4	5/16-18 x 2 1/4" Cover Bolt	7125	8
5	5/16" Flatwasher	7127	8
6	Adapter Cover	1024*	1
7	Seal	7208	1
8	O'Ring	7407	1
9	Input Shaft & Drum Assembly	1063*	1

#	DESCRIPTION	P/N	QTY
10	Drive Sleeve & Pump Hub Assembly	1062*	1
11	Roll Pin	7140	1
12	Snap Ring	7602	1
13	Bearing Races	7316-02	2
14	Thrust Bearing	7315	1
15	Snap Ring	7605	1
16	Snap Ring	7604	1
17	Needle Roller Bearing	7326	1
18	Seal	7207	1

*Specify engine make and size when ordering parts.

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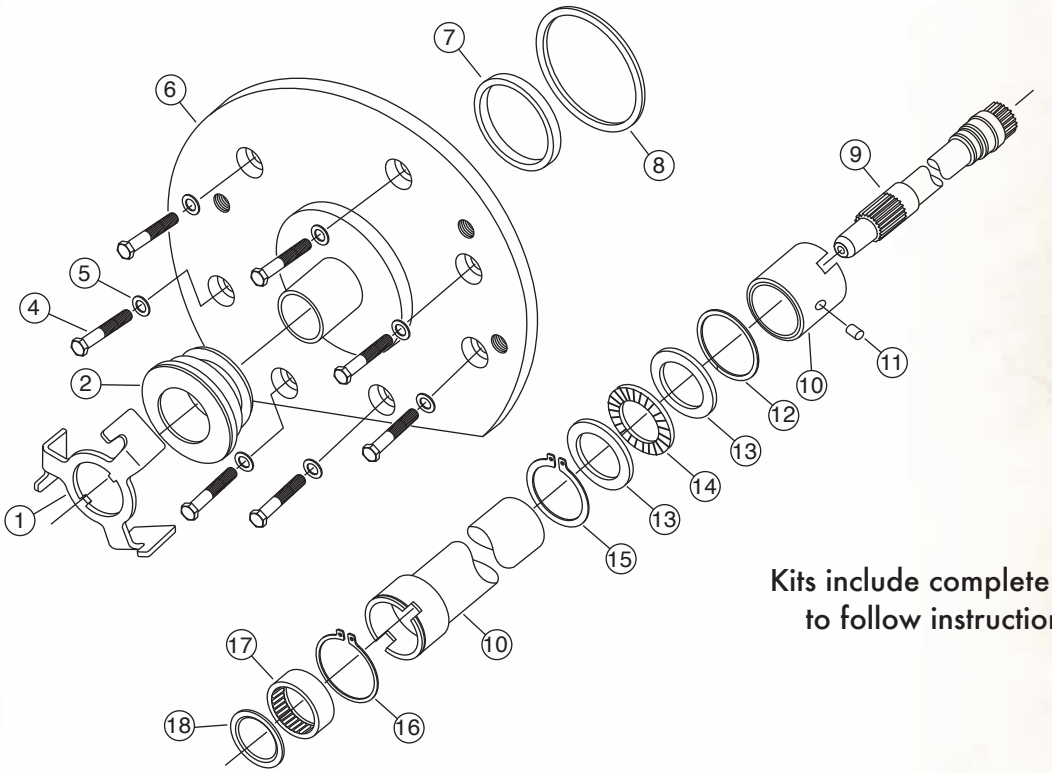
CLUTCH FLITE

Special Order

P/N 20510 Clutch Flite to Mopar® '62 & Later
P/N 20520 Clutch Flite to "392"
P/N 20530 Clutch Flite to GM®



Kits include complete easy to follow instructions.

Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Pump Drive Spider	6050	1
2	Throwout Bearing & Sleeve Assembly	8680-01	1
4	5/16-18 x 2 1/4" Cover Bolt	7125	8
5	5/16" Flatwasher	7127	8
6	Adapter Cover	2001*	1
7	Seal	7208	1
8	O'Ring	7406	1
9	Input Shaft	2002*	1
10	Drive Sleeve & Pump Hub Assembly	2058*	1

#	DESCRIPTION	P/N	QTY
11	Roll Pin	7140	1
12	Snap Ring	7602	1
13	Bearing Races	7316-02	2
14	Thrust Bearing	7315	1
15	Snap Ring	7605	1
16	Snap Ring	7604	1
17	Needle Roller Bearing	7326	1
18	Seal	7207	1

*Specify engine make and size when ordering parts.

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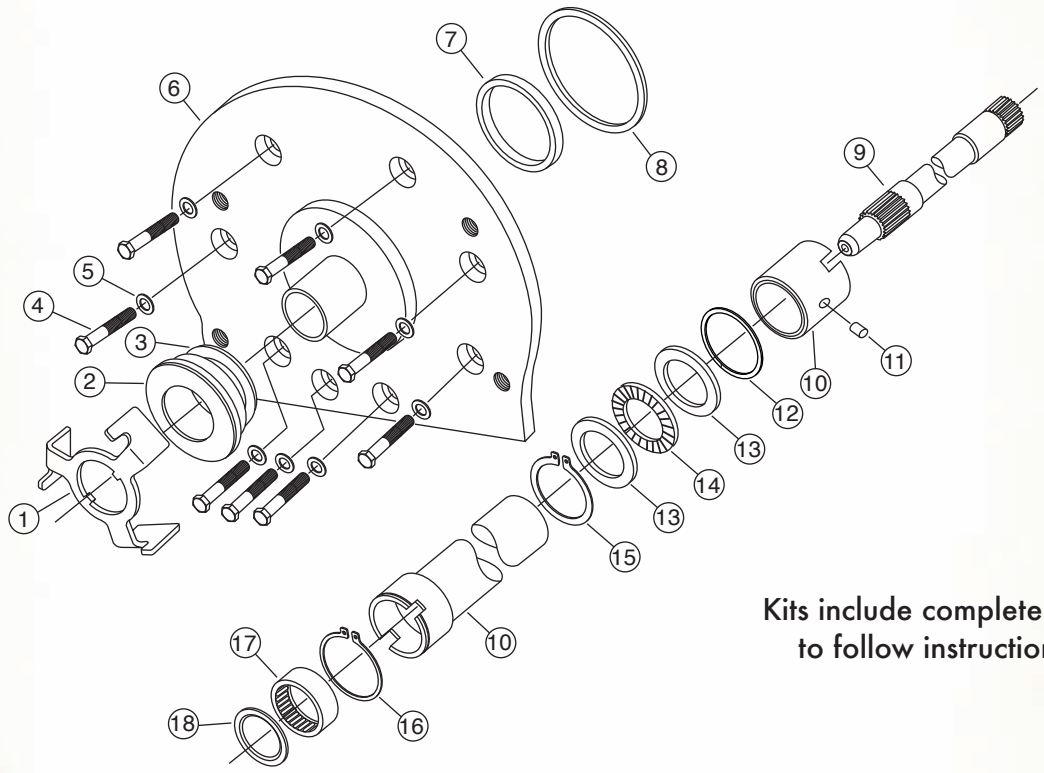
Special Order

P/N 30510 Clutch C-6 to Big Block Ford®
P/N 30520 Clutch C-6 to Small Block Ford®



Kits include complete easy to follow instructions.

Kit Includes:

#	DESCRIPTION	P/N	QTY
1	Pump Drive Spider	6050	1
2	Throwout Bearing	6052	1
3	Throwout Bearing Sleeve	2036-02	1
3	Throwout Bearing & Sleeve Assembly	3025	
4	5/16-18 x 2 1/4" Cover Bolt	7125	8
5	5/16" Flatwasher	7127	8
6	Adapter Cover	3013*	1
7	Seal	7208	1
8	O'Ring	7407	1
9	Input Shaft	3012*	1

#	DESCRIPTION	P/N	QTY
10	Drive Sleeve & Pump Hub Assembly	3026*	1
11	Roll Pin	7140	1
12	Snap Ring	7602	1
13	Bearing Races	7316-02	2
14	Thrust Bearing	7315	1
15	Snap Ring	7605	1
16	Snap Ring	7604	1
17	Needle Roller Bearing	7326	1
18	Seal	7207	1

*Specify engine make and size when ordering parts.

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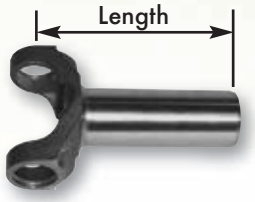
COMPONENTS

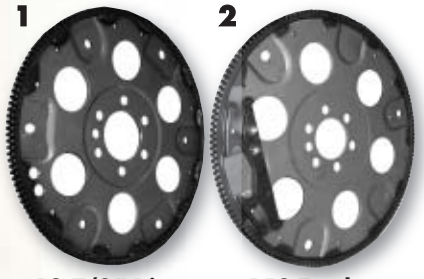


Turbo-Hydro 400 Slip Yoke
with 32 splines. Accepts 1350 series U-Joint.

Slip Yokes

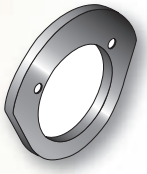
P/N	ANGLE	SPLINES	SERIES	BRG. SIZE	LENGTH
62221	20°	27 Inv.	1310	1 1/16"	4 7/8"
62946	20°	27 Inv.	1310	1 1/16"	6"
62946-7	20°	27 Inv.	1310	1 1/16"	7"
62946-8	20°	27 Inv.	1310	1 1/16"	8"
63830-1350	20°	32 Inv.	1350	1 3/16"	8 1/8"

FLEX PLATES



12 7/8" Diameter, 153 Tooth

#	DESCRIPTION	STANDARD P/N
1	Flex Plate, Early Chevy®, 153 Tooth	62864
	Flex Plate, Early Chevy®, Externally Balanced 153 Tooth	62865
2	Flex Plate, Late Chevy®, Externally Balanced 153 Tooth	62866
	Flex Plate, Ford® Big Block	62867
	Flex Plate, Ford® Small Block	62868
	Flex Plate, Mopar® 6-Bolt	62869
	Flex Plate, Mopar® 8-Bolt Hemi	62870



P/N 2479D-1
Counter Weight
Late Chevy®, External Balance

P/N 2983
Balance Plate
400 Engine
Will convert a 350 cu. in. Chevy® standard flywheel to approximately Small Block Chevy® 400 cu. in. balance.

P/N 2984
Balance Plate
454 Engine
Will convert a 350 cu. in. Chevy® standard flywheel to approximately Big Block Chevy® 454 cu. in. balance.

Flywheel Bolts

DESCRIPTION	P/N
7/16-20 x .500"	8086-500
7/16-20 x .675"	8086-675
7/16-20 x .900"	8086-900
7/16-20 x 1.00"	7739

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Turbo-Hydro 400

A. Remove shifting mechanism from transmission.

B. Assemble ball joint, lockwasher, and nut, to the Winters® linkage arm, then remove nut and replace present arm with Winters® linkage arm. When arm is on the transmission, it should bend in towards the pan with the ball joint on the inside.

C. Remove two pan bolts and install cable bracket. Ensure pan bolt length is adequate.

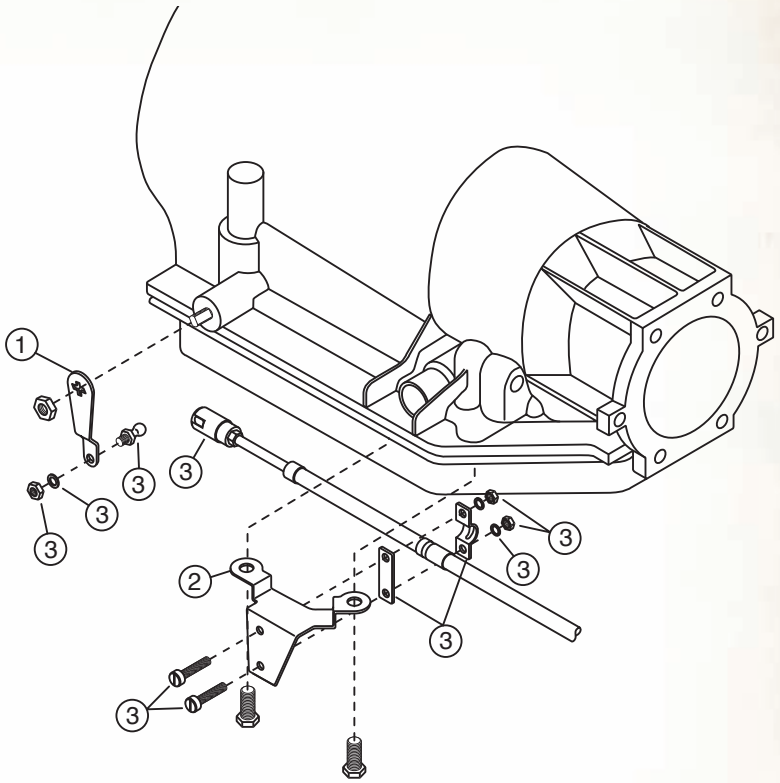
D. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

E. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3, page 40.

F. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

G. Attach quick-disconnect to ball joint on linkage arm. When console shift lever is in park position, the linkage arm should be all the way forward.

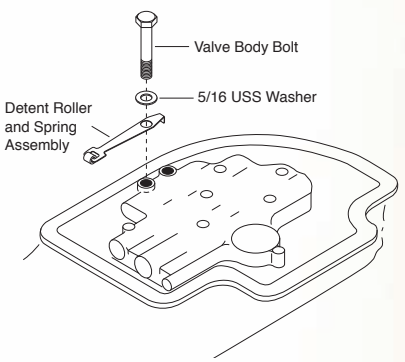
H. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made.



Hardware Kit P/N 1095

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	1037
2	Cable Bracket	1036
3	Hardware Kit	6062



Please Note: The shift feel of the Turbo-Hydro 400 transmission can be greatly enhanced by placing a 5/16" USS washer between the valve body bolt and detent roller and spring assembly. To gain access to this bolt the transmission fluid must be drained and the pan removed. Please consult factory service manual for removal instructions.

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SHIFTER INSTALLATION INSTRUCTIONS

INSTALLATION

Turbo-Hydro 350

A. Remove shifting mechanism from transmission.

B. Assemble ball joint, lockwasher, and nut, to the Winters® linkage arm, then remove nut and replace present arm with Winters® linkage arm.

C. Remove two pan bolts and install cable bracket. Ensure pan bolt length is adequate.

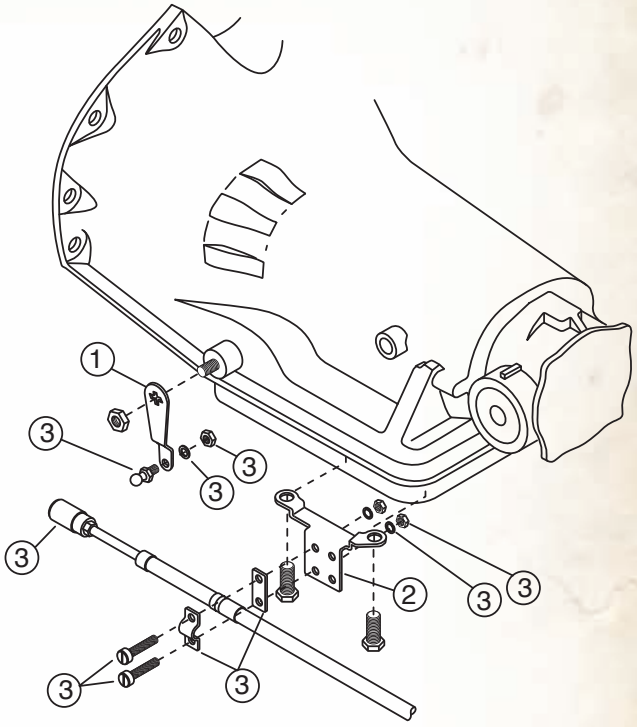
D. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

E. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3.

F. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

G. Attach quick-disconnect to ball joint on linkage arm. When console shift lever is in park position, the linkage arm should be all the way forward.

H. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.



Hardware Kit P/N 1595

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	1037
2	Cable Bracket	1500
3	Hardware Kit	6062

Illustrated to the right is a suggestion for tunnel-mount applications of the Winters® shifter. By bending a piece of sheet metal suitable for your particular application, a flat surface will be obtained allowing your shifter to be securely fastened in the proper location. Make sure the sheet metal is of substantial gage thickness (18 or 20 ga.) or securely braced to minimize undesirable vibration.

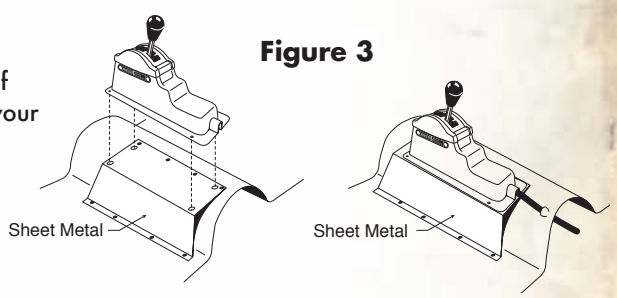


Figure 3

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Turbo-Hydro 700R4 & 4L60E

A. Remove present shifting mechanism from transmission.

B. Assemble ball joint, lockwasher, and nut, to the Winters® linkage arm, then remove nut and replace present arm with Winters® linkage arm. When arm is on the transmission, it should bend away from the pan with the ball joint on the outside.

C. Remove two pan bolts and install cable bracket. Ensure pan bolt length is adequate.

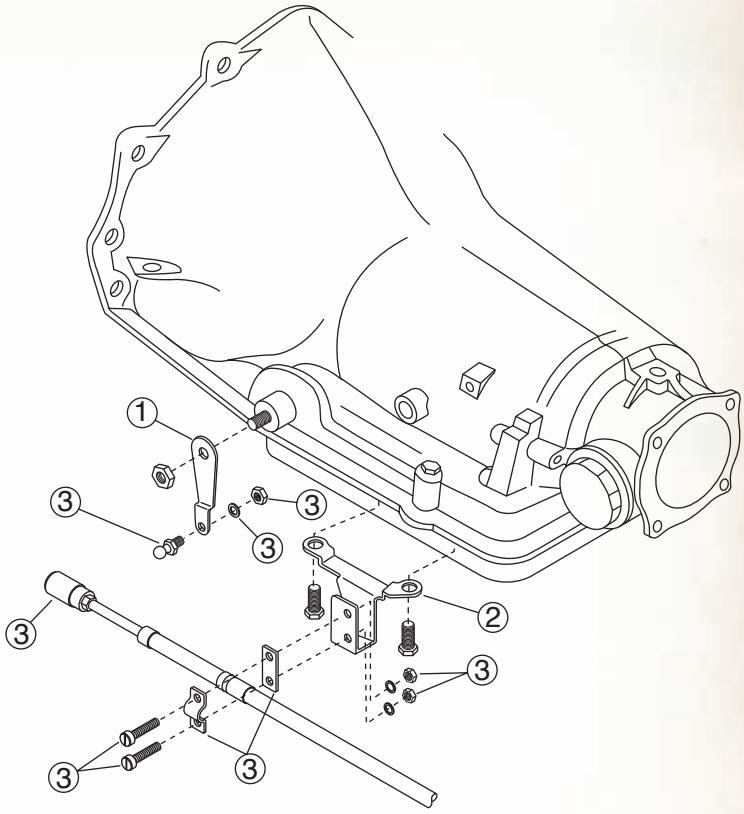
D. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

E. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3.

F. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

G. Attach quick-disconnect to ball joint on linkage arm. When console shift lever is in park position, the linkage arm should be all the way forward.

H. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.



Hardware Kit P/N 4095

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	4011
2	Cable Bracket	4012
3	Hardware Kit	6062

Illustrated to the right is a suggestion for tunnel-mount applications of the Winters® shifter. By bending a piece of sheet metal suitable for your particular application, a flat surface will be obtained allowing your shifter to be securely fastened in the proper location. Make sure the sheet metal is of substantial gage thickness (18 or 20 ga.) or securely braced to minimize undesirable vibration.

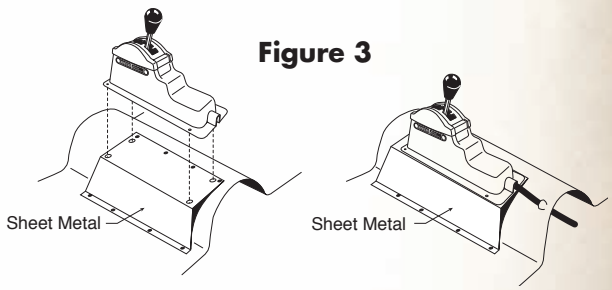


Figure 3

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SHIFTER INSTALLATION INSTRUCTIONS

INSTALLATION

Turbo-Hydro 4L80E

A. Remove present shifting mechanism from transmission.

B. Assemble ball joint, lockwasher, and nut, to the Winters® linkage arm, then remove nut and replace present arm with Winters® linkage arm. When arm is on the transmission, it should bend away from the pan with the ball joint on the outside.

C. Remove two pan bolts and install cable bracket. Ensure pan bolt length is adequate.

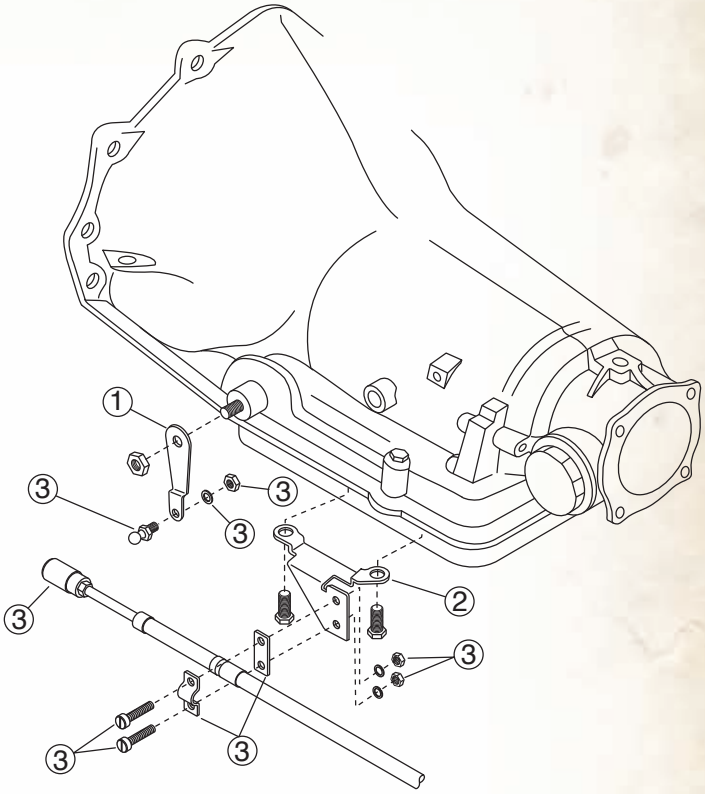
D. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

E. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3.

F. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

G. Attach quick-disconnect to ball joint on linkage arm. When console shift lever is in park position, the linkage arm should be all the way forward.

H. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.



Hardware Kit P/N 1495

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	4011
2	Cable Bracket	4944
3	Hardware Kit	6062

Illustrated to the right is a suggestion for tunnel-mount applications of the Winters® shifter. By bending a piece of sheet metal suitable for your particular application, a flat surface will be obtained allowing your shifter to be securely fastened in the proper location. Make sure the sheet metal is of substantial gage thickness (18 or 20 ga.) or securely braced to minimize undesirable vibration.

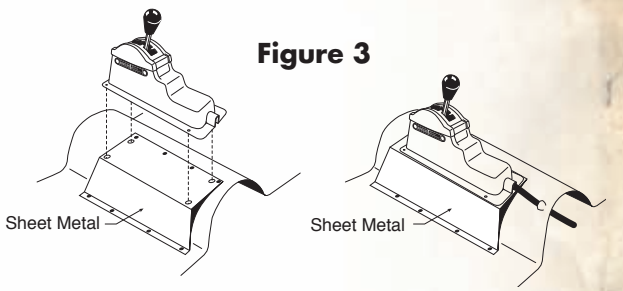


Figure 3

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Powerglide

A. Remove shifting mechanism from transmission.

B. Refer to appropriate transmission service manual for procedure to drain oil, remove oil pan and disassemble stock throttle and manual levers.

C. Replace stock outer manual level with Winters® outer manual lever. On applications not using the throttle lever hookup, the provided cup plug must be inserted in the counterbore of the Winters® outer manual lever to prevent fluid leakage.

D. Before re-assembling all parts to the transmission, make sure the Winters® outer manual lever will operate thru all detent positions without interfering with any external transmission parts.

E. After all internal transmission components are re-assembled and before all pan bolts are tightened, attach Winters® cable bracket in position with the two left rear corner pan bolts. Ensure pan bolt length is adequate.

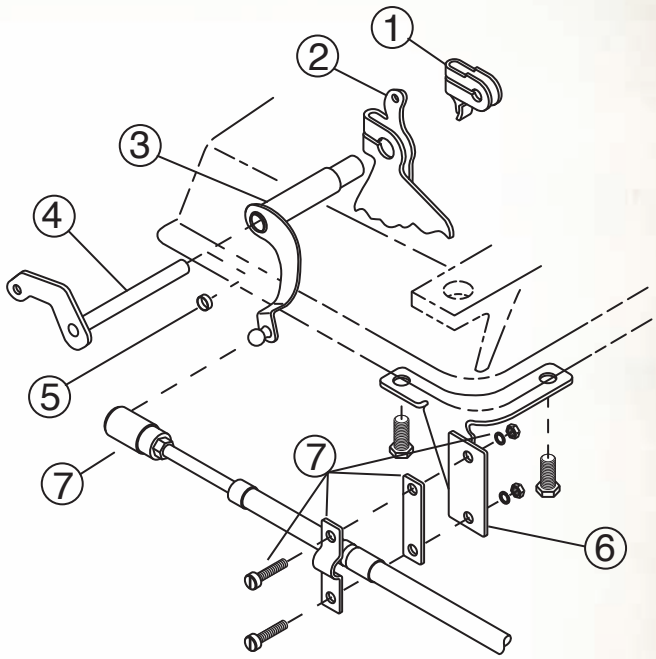
F. Plan location of console in car and cable route. Keeping bends to a minimum will enhance shift feel.

G. Drill a 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in the hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit smoothly, see figure 3 page 42.

H. Attach cable to cable bracket with provided hardware.

I. Attach quick-disconnect end of cable to outer manual lever.

J. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made.



Hardware Kit P/N 5595

Kit Includes:

#	DESCRIPTION	P/N
1	Inner Throttle Lever	†
2	Inner Manual Lever	†
3	Outer Manual Lever	6123
4	Outer Throttle Lever	†
5	Cup Lug	7763
6	Cable Bracket	6126
7	Hardware Package	6062

† Items marked are part of the transmission

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SHIFTER INSTALLATION INSTRUCTIONS

INSTALLATION

Allison® LTC1000, 2000 & 2400

A. Remove present shifting mechanism from transmission.

B. Assemble ball joint, lockwasher, and nut, to the Winters® linkage arm, then remove nut and replace present arm with Winters® linkage arm. When arm is on the transmission, it should bend away from the pan with the ball joint on the outside.

C. Remove two rear cover bolts and install cable bracket. Ensure cover bolt length is adequate.

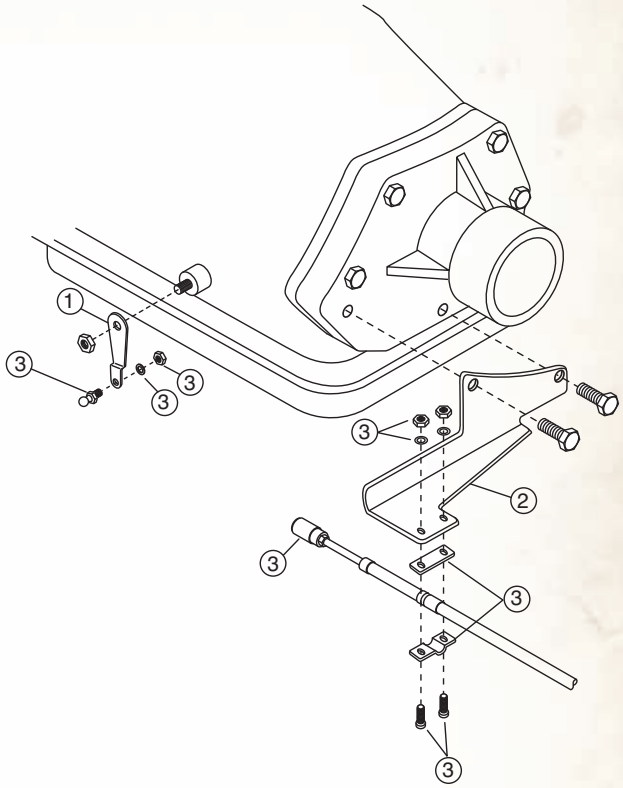
D. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

E. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3.

F. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

G. Attach quick-disconnect to ball joint on linkage arm. When console shift lever is in park position, the linkage arm should be all the way forward.

H. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.



Hardware Kit P/N 1195

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	4011
2	Cable Bracket	4977
3	Hardware Kit	6062

Illustrated to the right is a suggestion for tunnel-mount applications of the Winters® shifter. By bending a piece of sheet metal suitable for your particular application, a flat surface will be obtained allowing your shifter to be securely fastened in the proper location. Make sure the sheet metal is of substantial gage thickness (18 or 20 ga.) or securely braced to minimize undesirable vibration.

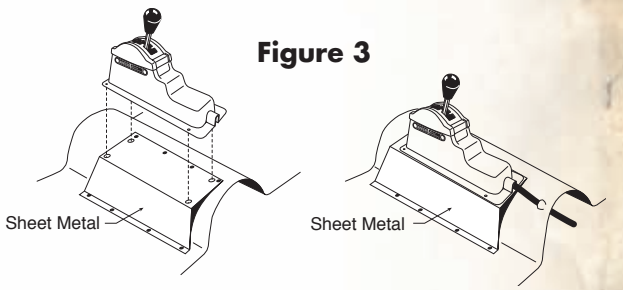


Figure 3

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Toyota®

A. Remove present shifting mechanism from transmission.

B. Assemble ball joint, lockwasher, and nut, to the Winters® linkage arm, then remove nut and replace present arm with Winters® linkage arm. When arm is on the transmission, it should bend away from the pan with the ball joint on the outside.

C. Remove two pan bolts and install cable bracket. Ensure pan bolt length is adequate.

D. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

E. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3.

F. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

G. Attach quick-disconnect to ball joint on linkage arm. When console shift lever is in park position, the linkage arm should be all

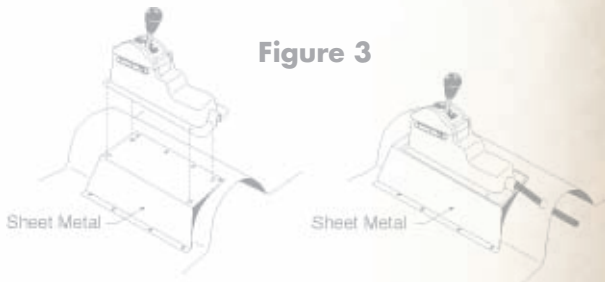
COMING SOON

Hardware Kit P/N 6027

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	
2	Cable Bracket	
3	Hardware Kit	

Figure 3



Illustrated to the right is a suggestion for tunnel-mount applications of the Winters® shifter. By bending a piece of sheet metal suitable for your particular application, a flat surface will be obtained allowing your shifter to be securely fastened in the proper location. Make sure the sheet metal is of substantial gage thickness (18 or 20 ga.) or securely braced to minimize undesirable vibration.

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INSTALLATION

727 Torqueflite TF-8 & American Motors

A. Remove shifting mechanism from transmission.

B. Before assembling parts on transmission, assemble ball joints to linkage arm and pivot arm as shown in figure 1 using washers and nuts.

C. Assemble linkage arm on transmission and tighten bolt.

D. Assemble pivot arm on transmission by inserting pivot bolt through transmission pad and tightening nut. The pivot arm can then be secured to the pivot bolt with the spring washer, flat washer, and cotter pin in position as shown in figure 2.

E. Attach the connecting rod by pushing ends over the ball joints.

F. Attach the ball joint to the pivot arm using lockwasher and nut.

G. Remove two pan bolts and install cable bracket in position. Ensure pan bolt length is adequate.

H. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

I. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3, page 42.

J. Using screws, clamps, lockwashers, and nuts attach cable to bracket as illustrated in figure 1.

K. Attach quick-disconnect to ball joint on pivot arm.

L. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.

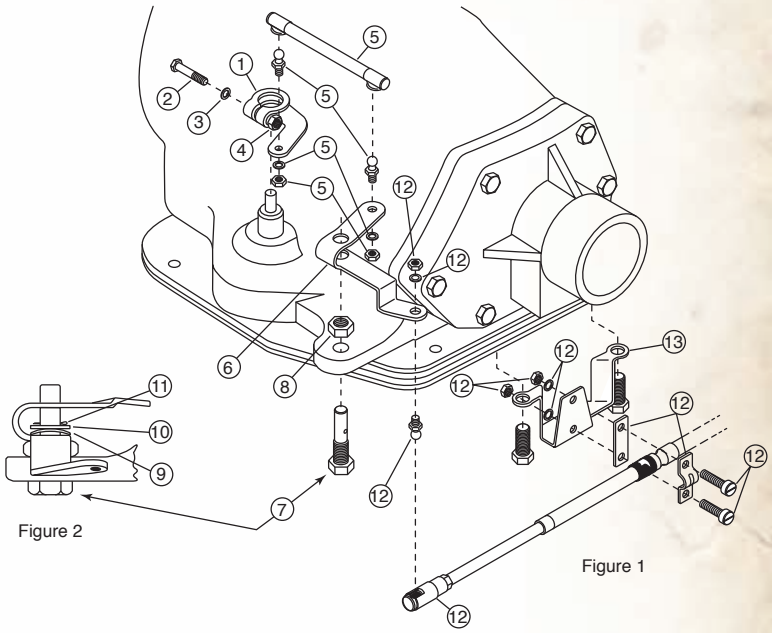

Figure 2

Figure 1

Hardware Kit P/N 2095

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	2033
2	1/4-20 x 1 1/2" HHCS	7124
3	1/4" Washer	7130
4	1/4-20 Nut	7134
5	Ball Joint Assembly	2024
6	Pivot Arm	2035
7	Pivot Bolt	2034
8	Jam Nut	7137
9	Wave Washer	7138
10	Flat Washer	7114
11	Cotter Pin	7139
12	Hardware Kit	6062
13	Cable Bracket	2032

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904 & 999 Torqueflite TF-6

A. Remove shifting mechanism from transmission.

B. Before assembling parts on transmission, assemble ball joints to linkage arm and pivot arm as shown in figure 1 using washers and nuts.

C. Assemble linkage arm on transmission and tighten bolt.

D. Assemble pivot arm on transmission by inserting pivot bolt through transmission pad and tightening nut.The pivot arm can then be secured to the pivot bolt with the spring washer, flat washer, and cotter pin in position as shown in figure 2

E. Attach the connecting rod by pushing ends over the ball joints.

F. Attach the ball joint to the pivot arm using lockwasher and nut.

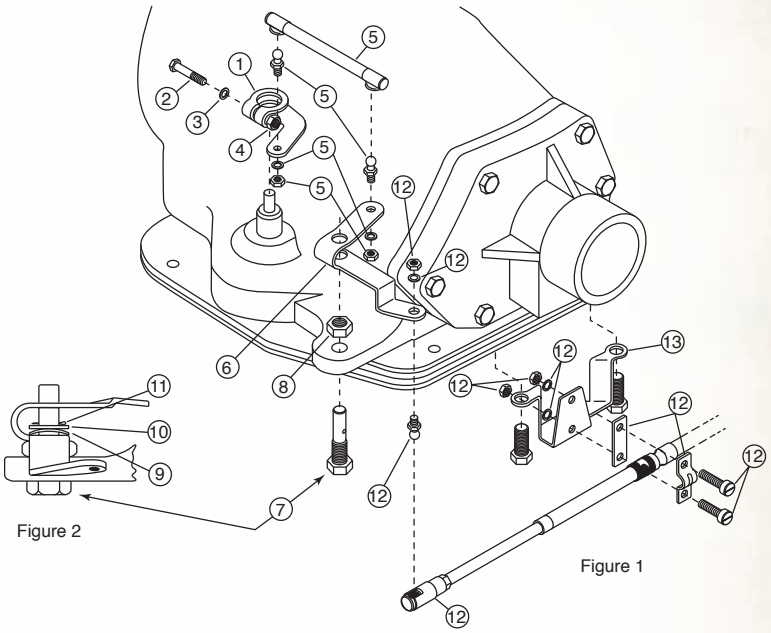

Figure 2

Figure 1

G. Remove two pan bolts and install cable bracket in position. Ensure pan bolt length is adequate.

H. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

I. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3, page 42.

J. Using screws, clamps, lockwashers, and nuts attach cable to bracket as illustrated in figure 1.

K. Attach quick-disconnect to ball joint on pivot arm.

L. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.

Hardware Kit P/N 2795

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	2033
2	1/4-20 x 1 1/2" HHCS	7124
3	1/4" Washer	7130
4	1/4-20 Nut	7134
5	Ball Joint Assembly	2024-01
6	Pivot Arm	2035
7	Pivot Bolt	2034
8	Jam Nut	7137
9	Wave Washer	7138
10	Flat Washer	7114
11	Cotter Pin	7139
12	Hardware Kit	6062
13	Cable Bracket	2050

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INSTALLATION

Ford® C-6

A. Remove shifting mechanism including neutral start switch.

B. Assemble ball joint, lockwasher, and nut, to linkage arm, then push the linkage arm on the transmission linkage shaft until the arm is flush with the shaft. By tightening screw and nut, the arm will be secured in it's proper position (see figure 1).

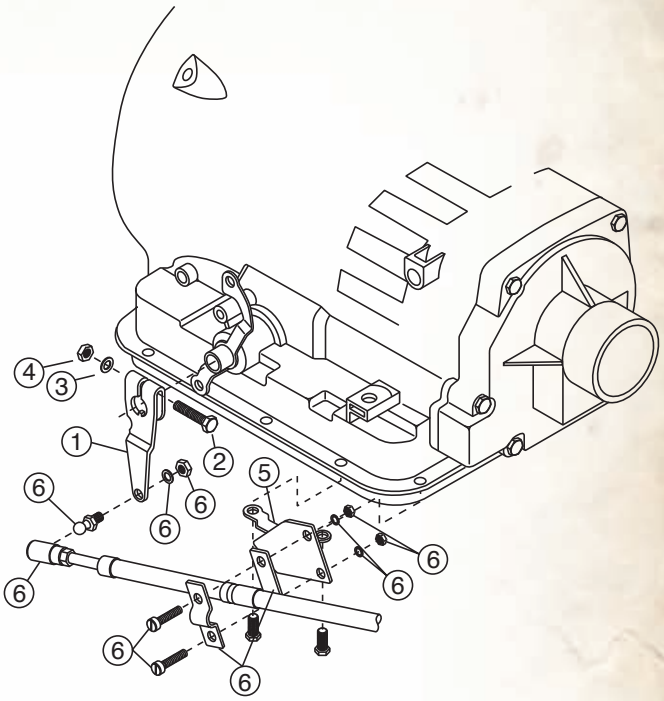
C. Remove two pans bolts and install the cable bracket. Ensure pan bolt length is adequate. Plan location of console in car and establish cable route. Keeping bends to a minimum will enhance the shift feel.

D. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3, page 49.

E. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

F. Attach quick-disconnect to ball joint on linkage arm.

H. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made.



Hardware Kit P/N 3095

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	3018
2	1/4-20 x 1 1/2" HHCS	7124
3	1/4" Washer	7130
4	1/4-20 Nut	7134
5	Cable Bracket	3017
6	Hardware Kit	6062

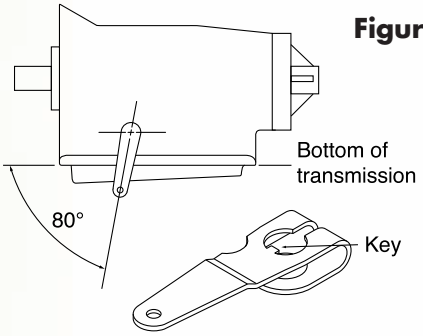


Figure 1

Please Note: On some models of the Ford® C-6 transmission, the linkage shaft does not have a keyway to accept the Winters® linkage arm. In this case the key must be ground off (2 places). Then with the transmission in park, mount the linkage arm on the linkage shaft at an angle 80° to the bottom of the transmission and tighten.

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SHIFTER INSTALLATION INSTRUCTIONS

INSTALLATION

Ford® C-4

A. Remove shifting mechanism from transmission including neutral start switch.

B. Assemble ball joint, lockwasher, and nut, to the linkage arm, then push the linkage arm on the transmission linkage shaft until the arm is flush with the end of the shaft. By tightening screw and nut the arm will be secured in its proper position.

C. Remove two rear servo bolts and install cable bracket. Ensure servo bolt length is adequate.

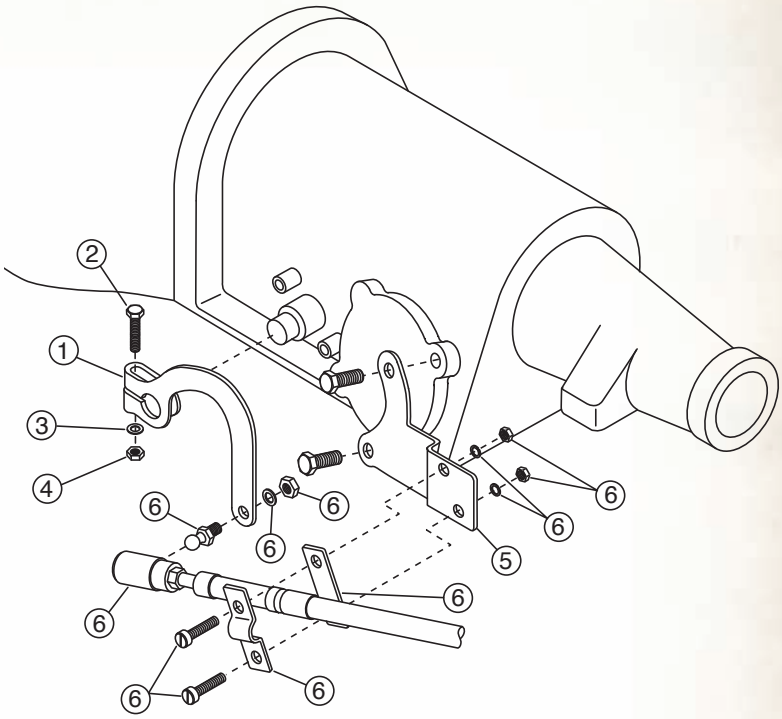
D. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

E. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3.

F. Using screws, clamp, shim, lockwasher, and nuts, attach cable to bracket as illustrated.

G. Attach quick-disconnect to ball joint on linkage arm.

H. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made.



Hardware Kit P/N 3595

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	3503
2	1/4-20 x 1 1/2" HHCS	7124
3	1/4" Washer	7130
4	1/4-20 Nut	7134
5	Cable Bracket	3504
6	Hardware Kit	6062

Illustrated to the right is a suggestion for tunnel-mount applications of the Winters® shifter. By bending a piece of sheet metal suitable for your particular application, a flat surface will be obtained allowing your shifter to be securely fastened in the proper location. Make sure the sheet metal is of substantial gage thickness (18 or 20 ga.) or securely braced to minimize undesirable vibration.

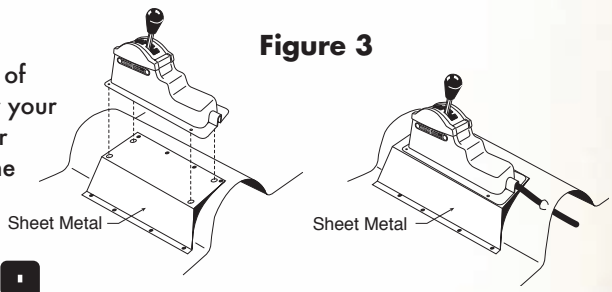


Figure 3

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SHIFTER INSTALLATION INSTRUCTIONS

INSTALLATION

Ford® AODE

A. Remove present shifting mechanism from transmission.

B. Refer to appropriate transmission service manual for procedure to drain oil, remove oil pan and disassemble stock linkage arm and shaft.

C. Replace stock linkage arm and shaft with Winters® linkage arm and shaft (P/N 3248). Use appropriate assembly procedures from transmission service manual.

D. Before re-assembling all parts to the transmission, make sure the Winters® linkage arm and shaft will operate thru all detent positions without interfering with any external transmission parts.

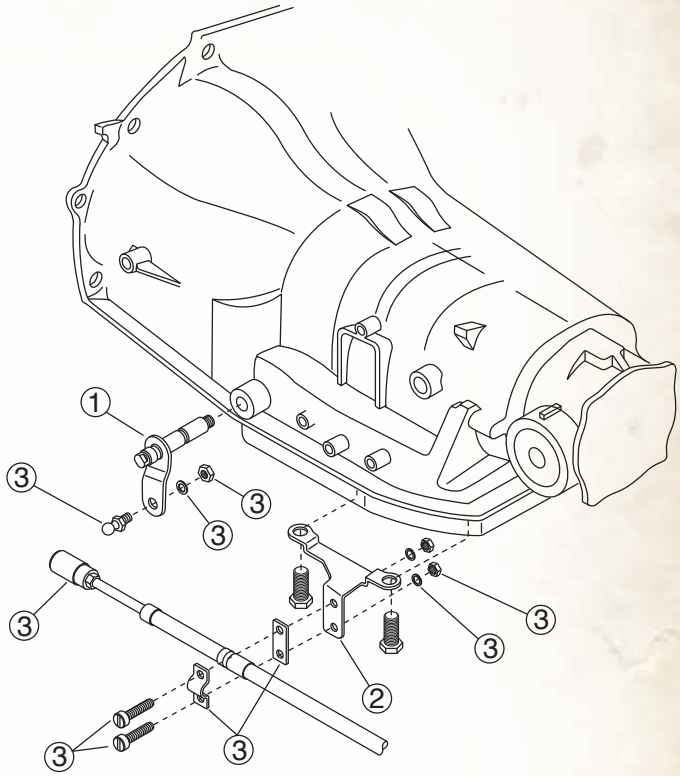
E. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

F. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3.

G. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

H. Attach quick-disconnect to ball joint on linkage arm. When console shift lever is in park position, the linkage arm should be all the way forward.

I. Check adjustment in each gear. By loosening lock nut and screwing the quick-disconnect either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.



Hardware Kit P/N 3495

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Arm	3248
2	Cable Bracket	3249
3	Hardware Kit	6062

Illustrated to the right is a suggestion for tunnel-mount applications of the Winters® shifter. By bending a piece of sheet metal suitable for your particular application, a flat surface will be obtained allowing your shifter to be securely fastened in the proper location. Make sure the sheet metal is of substantial gage thickness (18 or 20 ga.) or securely braced to minimize undesirable vibration.

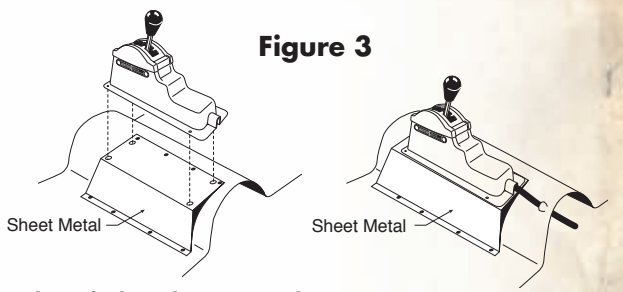


Figure 3

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Ford® E4OD & 4R100

A. Remove present shifting mechanism from transmission.

B. Refer to appropriate transmission service manual for procedure to drain oil, remove oil pan and disassemble stock linkage arm and shaft.

C. Replace stock shaft with Winters® shaft (P/N 3721). Use appropriate assembly procedures from transmission service manual. Reinstall stock switch then attach Winters® linkage arm (P/N 3722) to Winters® shaft (P/N 3721) using linkage shaft nut (P/N 7766).

D. Before re-assembling all parts to the transmission, make sure the Winters® linkage arm and shaft will operate thru all detent positions without interfering with any external transmission parts.

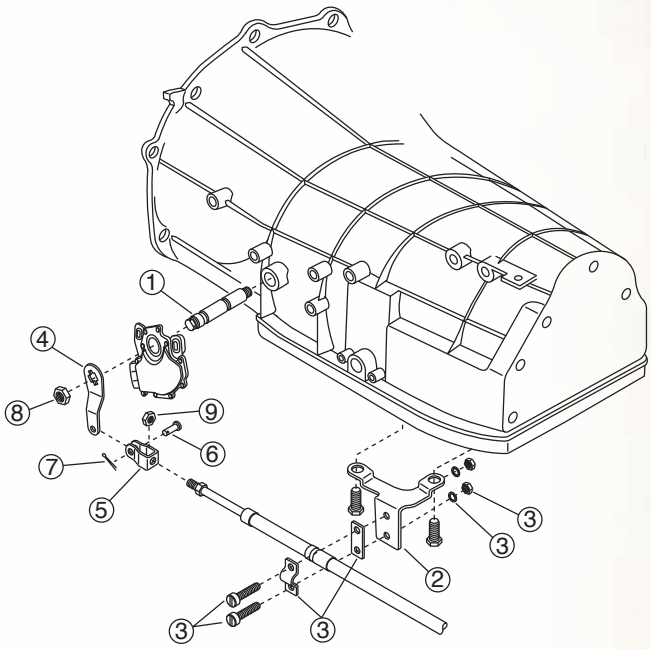
E. Plan location of console in car and cable route. Keeping bends to a minimum will enhance the shift feel.

F. Drill 5/8" diameter hole in floor for cable to exit. By inserting a drill or rod in hole and bending the sheet metal, you can obtain a hole that will allow the cable to enter and exit more smoothly. After feeding the cable through, secure console in position using screws as shown in figure 3, page 50.

G. Using screws, clamps, lockwasher, and nuts, attach cable to bracket as illustrated.

H. Attach clevis bracket (P/N 3724) to end of cable using clevis nut (P/N 7926). Install end of cable to linkage arm using clevis pin (P/N 8743) and clip (P/N 8744).

I. Check adjustment in each gear. By loosening lock nut and screwing the clevis bracket (P/N 3724) either in or out, corrective adjustments can be made. If additional adjustment is necessary, a similar arrangement within the console is provided.



Hardware Kit P/N 3395

Kit Includes:

#	DESCRIPTION	P/N
1	Linkage Shaft	3721
2	Cable Bracket	3723
3	Hardware Kit	6062-1
4	Linkage Arm	3722
5	Clevis Bracket	3724
6	Clevis Pin	8743
7	Clevis Clip	8744
8	Linkage Shaft Nut	7766
9	Clevis Nut	7926

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Circle Track Applications

Proper installation of the crank coupler to the crank is important since crank coupler run out can cause drive sleeve run out in excess of .004 T.I.R. maximum (figure 2).

It is suggested that S.F.I. approved 153 tooth automatic flex plate and a compatible starter be used with your powerglide installation. Welding weights on a flex plate for crank balance is not recommended; however, drilling holes for balance is permissible. It is preferable for all crank balance to be done internally. Check the flex plate before mounting it on the crank for nicks or high spots that would cause flex plate or crank coupler run out (figure 1).

After determining coupler bolts are the correct length, torque the crank coupler bolts evenly to factory specifications (figure 2).

Carefully install the drive sleeve in the transmission making sure that the input shaft splines and the pump gear drive lugs are compatible and properly engaged.

Also note: Dowel pins must extend out of the engine block enough to have good engagement in the transmission to properly locate it on the engine. On engines using a block plate, new longer pins must be installed. Use care when installing the pins to be sure that they are true and square. **This is important, don't ignore it.**

Your transmission may now be installed on the engine. **-DO NOT USE FORCE-** If the transmission won't mate against the block, check for the cause. If the transmission mates satisfactorily, only then do you install the retaining bolts and torque to factory specifications.

Note the spiral lock snap ring in the rear radial groove through the splines on the drive sleeve. Moving this snap ring to another groove allows for lateral adjustment of the sleeve movement for the proper engagement of the drive pump ears in the transmission pump. Engine torque plate thickness will dictate which groove to use to limit the drive sleeve movement to the suggested 1/16" to 1/8" fore and aft travel.

Note: Check and consider crank shaft end play when determining if the drive sleeve movement is to specifications. Too much or too little drive sleeve end play will destroy the transmission front pump, so don't take any chances.

When the transmission is bolted directly to the engine (i.e. when no block plate is used) the snap ring may have to be discarded for proper sleeve adjustment.

Some Chevy® cranks for standard transmissions are not machined with the same bore dimensions as for automatics. If the pilot bushing in the stick crank affects proper sleeve lateral movement, corrections must be made to comply with the master installation instructions. Sometimes shimming is necessary or the pilot bushing must be removed. Transmission life depends on proper installation.

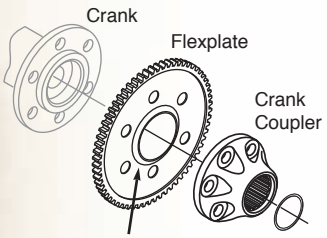

Figure 1

Note: Flange protruding from face of O.E.M flex plate (figure 1). Check that the protrusion on the flex plate does not keep crank coupler from seating against face of flex plate. If interference occurs, machine away enough flex plate protrusion to eliminate this problem. With crank coupler installed and torqued to factory specs, indicate as shown (Figure 2).

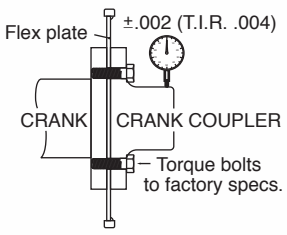

Figure 2

Do Not attempt to draw transmission against engine using bolts. If transmission will not seat against engine without force, contact your dealer for assistance.

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MAVERICK PERFORMANCE

AUTOMATIC TRANSMISSION COMPONENTS CATALOG

MAVERICK PERFORMANCE

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www.maverickperformance.com

ORDER POLICY

- Know your customer number
- Order by part number
- Maverick will not be responsible for incorrect orders placed by description only
- Specify shipping instructions - otherwise use our discretion
- Refused orders will have a $25.00 handling charge and applicable freight charges billed to the customers account
- Special orders cannot be cancelled after the order is in process.

RETURN POLICY

Important: All returns must include a Return Authorization Number (RA #). The issuance of an RA# does not constitute a guarantee of credit or replacement. Credit, refund, or replacement will only be issued after an inspection and determination at our discretion. No returns are accepted on special order merchandise, obsolete products, damaged, used, or altered merchandise.

All returned merchandise must include:

- RA # clearly written on outside of boxes as well as:
  - Customer number, name & phone number
  - Copy of invoice
  - Written explanation for cause of return
  - Whether the return is for credit, refund, or replacement

Returned merchandise is subject to the following restocking fees (except sellers error):

  - 1 to 90 days = 15%
  - 91 days to Six (6) months = 25%.

- No returns after 6 months
- Returns must be freight pre-paid (except sellers error)
- Return parts must be packaged properly to avoid damage in transit

- **Shipping Damages Must Be Reported Immediately To Your Carrier**
- **Shortage Claims Must Be Reported Immediately**
- **Save Your Cartons**

LIMITED WARRANTY

BACKGROUND

Maverick Performance, Inc., referred to herein as "Maverick", manufactures parts and equipment which are purchased by persons in various industries, who may install and use Maverick parts and equipment in applications which may not be suitable for that Purchaser's intended purpose. Purchaser understands, recognizes and acknowledges that all parts and equipment manufactured or sold by Maverick are exposed to many, varied and unforeseeable uses and conditions. As a consequence, Maverick can make no promise, warranty, affirmation or representation as to the performance of its parts or equipment, nor does Maverick make any description of the parts or equipment sold to Purchaser, nor does Maverick make any description or affirmation of fact concerning any sample or model of parts or equipment except as specifically set forth in this Limited Warranty. As further consideration for Purchaser using Maverick's parts or equipment, Purchaser acknowledges that, due to differing conditions and circumstances under which all parts and equipment are installed and used, Purchaser is not relying on Maverick's skill and judgment to select or furnish the proper part or equipment. Purchaser expressly affirms that it is relying on its own expertise, skill, and judgment to select, purchase, and install parts or equipment which are suitably safe and durable for their intended purpose. Purchaser assumes all risks associated with the performance of Maverick's parts.

LIMITED WARRANTY

Maverick warrants to Purchaser that any part or equipment manufactured by Maverick ("a Part") will conform to the description of such Part contained in the catalog most recently published by Winters prior to the time of sale of such part or equipment to Purchaser ("the Description"). MAVERICK MAKES NO OTHER WARRANTY, EITHER EXPRESS OR IMPLIED WITH RESPECT TO ANY PART. MAVERICK EXPRESSLY DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR USE OR PURPOSE AND EXPRESSLY DISCLAIMS ANY WARRANTY AS TO PERFORMANCE OF ANY PART. The liability of Maverick for breach of the foregoing warranty is limited to repair or replacement of any Part determined to fail to conform to its Description prior to installation and use. The burden of establishing that any Part fails to conform to its Description shall be upon Purchaser. In order to be entitled to repair or replacement of any Part, Purchaser must (i) inspect the Part upon receipt; and (ii) notify Maverick in writing of the defect PRIOR TO INSTALLATION OF THE PART. In no event shall Maverick be liable hereunder for any Part which has been installed. Purchaser assumes all risk relating to a Part once such Part is installed. MAVERICK SHALL NOT BE LIABLE FOR ANY CONSEQUENTIAL, SPECIAL OR INDIRECT DAMAGES (INCLUDING BUT NOT LIMITED TO LOST PROFITS) OR FOR LOSS OR DAMAGE DIRECTLY OR INDIRECTLY ARISING FROM THE USE OF A PART. Every claim under this Limited Warranty shall be deemed waived unless made in writing within ninety (90) days of delivery of the Part by Maverick to Purchaser. Purchaser acknowledges that, due to the multiple uses of Parts, it is impossible for Maverick to predict the performance of any Parts once installed or the suitability of any Parts for any particular use. Purchaser expressly acknowledges its obligation to inform all users (customers) of the above disclaimer.

INDEMNITY AGAINST THIRD PARTY CLAIMS

PURCHASER HEREBY AGREES TO INDEMNIFY AND HOLD HARMLESS MAVERICK FROM AND AGAINST ANY AND ALL CLAIMS, LIABILITY, LOSS AND DAMAGES, INCLUDING ATTORNEYS FEES, MADE BY ANY THIRD PARTY AGAINST MAVERICK RELATING TO A PART OR THE USE OF ANY PART. Purchaser understands and agrees that no officer, director, employee or agent of Maverick (including but not limited to any vendor, dealer, or distributor) has any authority to make any statements contrary to the terms of this Limited Warranty. Maverick specifically disavows any statements contrary to what is above written.

CHOICE OF LAW/VENUE

This Limited Warranty shall be governed by and construed in accordance with the laws of the Commonwealth of Pennsylvania. Any legal action which may arise as a result of disputes, controversies, or claims arising out of or related to this Limited Warranty or the purchase or use of any Part shall be litigated exclusively in the Court of Common Pleas of York County, Pennsylvania or the United States District Court for the Middle District of Pennsylvania.

MISCELLANEOUS

This writing constitutes the full, complete and final statement of Maverick's Limited Warranty for Parts. All prior oral and written correspondence, test data, negotiations, representations, understandings and the like regarding Parts are merged in this writing and extinguished by it. This Limited Warranty may not be altered, amended, extended or modified except by a writing signed by the President or Vice President of Maverick. Maverick's failure at any time to enforce any of the terms and conditions stated herein shall not constitute a waiver of any of the provisions herein. This Limited Warranty shall not be assigned by Purchaser. Maverick's responsibility for merchandise shipped via common carrier ceases upon delivering the order to the carrier. Maverick is not responsible for merchandise lost or damaged in transit. Purchaser must file a claim with the delivery carrier for merchandise lost or damaged during transit. Maverick will assist Purchaser by supplying any information necessary for submission of a claim. It is the responsibility of the Purchaser to comply with all laws and regulations, Federal, State and Local, governing resale of products sold by Maverick. NSF Charge: $38.00 per returned check/payment. Repayments must be by cashier check or money order.

On request, all parts in Maverick Performance, Inc. inventory and/or catalog are available in super strength heat treated steel (300,000/350,000 P.S.I. tensile strength) @ extra cost and special order. Refer to machinery handbook for strengths of other materials.

RACING IS A DANGEROUS SPORT THAT CAN RESULT IN SERIOUS INJURY OR DEATH. THE ULTIMATE RESPONSIBILITY FOR PARTICIPANT AND VEHICLE SAFETY LIES WITH THE PARTICIPANT.

www.maverickperformance.com **www.wintersperformance.com**

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